

IN-DEPTH BIKE FEATURES!

www.twowheels.com.au

10/15

two wheels

and scooter

NOW
MORE
PAGES!

GRAND
TURISMO!

WORLD
LAUNCH!

STEVE MARTIN RIDES
THE FRENCH COAST
ON MV AGUSTA'S
NEW TURISMO
VELOCE
800!

+
R-JAYS:
AUSSIE
RIDING
GEAR

KEVIN
MAGEE
YAMAHA'S
YZF-R3!

BIKE LAUNCHES!

EXPERT
RIDERS!

DUCATI
MULTISTRADA 1200
MOTO GUZZI ELDORADO
APRILIA SRV 850
KAWASAKI
W800

RACING
LEGACY!
APRILIA
RACING
TEAM
HISTORY



10/15
A\$9.95
(inc. GST)
NZ \$9.99
(inc. GST)

INTRODUCING...

K-3 SV

MOTO GP INSPIRED

K-3 SV: THE NEW-GENERATION HELMET FOR EVERY GENERATION, FROM YOUNG RACE ENTHUSIASTS TO EXPERIENCED RIDERS LOOKING FOR COMFORT AND PERFORMANCE.

SAFETY AND COMFORT

The K-3 SV has been designed using Finite Elements Method (FEM) analysis, which makes it possible to perform crash test and helmet strength simulations. The high-impact-resistant thermoplastic resin (HIR-TH) outer shell is offered in 2 sizes, while the expanded polystyrene (EPS) inner shell, which deploys four different densities of foam in a multi-zone configuration, comes in 4 sizes.

ROSSI
5 CONTINENTS



INCREASED PERIPHERAL VISION

Side vision is greater than on traditional GT helmets thanks to the specially-shaped bottom profile of the aperture, greatly enhancing active safety.

SIZE COUNTS MAXIMUM PROTECTION WITH MINIMUM BULK

In line with our AGV Extreme Standards, the helmet's structural elements have been designed to obtain the high performance we set out to achieve while keeping size and weight to a minimum. As a result, the whole helmet is lighter and more compact despite offering substantially improved protection, ergonomics and comfort. What's more, it's also much less prone to buffeting from side winds.



+ COMFORT



+ FIELD OF VISION



+ COMPACT



+ VENTILATION



+ AERODYNAMICS



+ SAFETY





THE NEXT GENERATION

SR4 JEANS LIGHTWEIGHT HIGH SPEED PROTECTION

THE LATEST
SUPER STRONG
MOTORCYCLE
JEANS

SLIDERATE4

RATED TO 4 SECONDS
WHEN TESTED TO CE 13595-2

- High Cut Resistance
- Thermal Barrier
- Triple Stitched seams
- Armour Pockets
- Water repellent
- Breathable
- Anti UV
- Mens & Ladies Sizes Available
- Extra Long Fitting Available
- \$199.95 rrp inc. gst



50%
Coverage



FOR MORE TECHNICAL INFO VISIT:

WWW.BULL-IT.COM

Distributed by:

Cassons Pty Ltd - AUSTRALIA

P: +61(0)2 8882 1900 F: +61(0)2 8882 1999

E: enquiries@cassons.com.au

W: www.cassons.com.au

FS 800



70TH

ANNIVERSARY
1945-2013

STATE OF THE ART MOTORCYCLES BEGIN HERE
mvagusta.com.au

EAS - ELECTRONIC ASSISTED SHIFT | MVICS - MOTOR & VEHICLE INTEGRATED CONTROL SYSTEM | ABS - ANTILOCK BRAKE SYSTEM (BOSCH 9 PLUS RACE MODE) | TCS - TRACTION CONTROL SYSTEM (8 LEVELS) | RLM - REAR LIFT MITIGATION | CRC - COUNTER ROTATING CRANKSHAFT | 4 RIDE MODES - ENGINE MAPPING

THE NEXT LEVEL IN TECHNOLOGY

EAS - MVICS - ABS BOSCH 9 - TCS (8)
RLM - CRC - 4 RIDE MODES



\$21,390

RIDEAWAY

2 YEAR WARRANTY + 2 YEAR ROADSIDE ASSIST



Motorcycle Art



070



044



058



052

CONTENTS OCTOBER 2015

- 08 Bike Launch – Yamaha YZF-R3
- 16 Ignition
- 22 In Gear
- 26 Kerr – Back to School
- 30 Bike Test – Victory Magnum
- 36 Bike Launch – MV Agusta Turismo Veloce
- 44 Special Feature – Aprilia Racing
- 52 Bike Test – Moto Guzzi Eldorado
- 58 Bike Test – Ducati Multistrada
- 64 Workshop - RJAYS
- 70 Bike Test – Kawasaki W800
- 78 Modern Classics – Kawasaki Vulcan
- 82 Cox Report – Honda's Evolution
- 88 Memory Lane
- 90 Scooter – Aprilia SRV 850
- 94 Jonesy
- 96 Chain Mail



036

Motorcycle Insurance Specialists

Made possible by



EDITORIAL
Progression of
motorcycle
electronics...

AGE OF ELECTRONICS

The recent advancements
in the area of motorcycle
electronics are truly
astonishing...

Regularly testing different bikes at Two Wheels obviously dictates our test riders riding a variety of motorcycles, often back to back, which can sometimes be very challenging. The best example would probably be our annual QBE Bike of the Year test which involves over a dozen bikes being judged by up to ten test riders over a three day period. With the invite allowing manufacturers to put up the bike of their choice each year, you can appreciate what mix of bikes we sometimes get as a result. Of course each motorcycle on that particular test is rated on a certain criteria, and never pitched against other bikes directly as they may well be different classed models. But what we do see is a major advancement in technology each year a new bike is released, especially when it comes to motorcycle electronics.

Remember the days when a motorcycle was simple and electronics were something that only ran the ignition? They were even running acetylene lighting in the early days, which was basically a gas-operated lamp. Then as advancements were slowly made, along came headlights and batteries, and it remained that way until the early 1970's before they started experimenting with electronic fuel injection and electronic ignitions; very revolutionary for the time. Electronic ignitions were a masterful step in motorcycle design leading to reductions in fuel consumption, increased power, improved starting, reliability and smoother operation.

As we progressed into the '80s, more electronics were introduced in the form of fuel gauges, oil pressure gauges, electric starters and radios like on Honda's GoldWing. Of course with such a progression in electronics, with it came a plethora of switches and buttons where previously there may have only been one... to start the bike. Today, many riders are even fitting up ancillary plugs to charge phones, run heated handgrips or cigarette lighters providing a 12V power output. A

lot of these features also now come standard on many of the up-spec touring motorcycles, which is why it's not uncommon to have electrics on a motorcycle stem all the way to the front and rear wheels with ABS, speedo sensors, wheelie control, traction control, ride-by-wire, launch control, quick-shifters and much more.

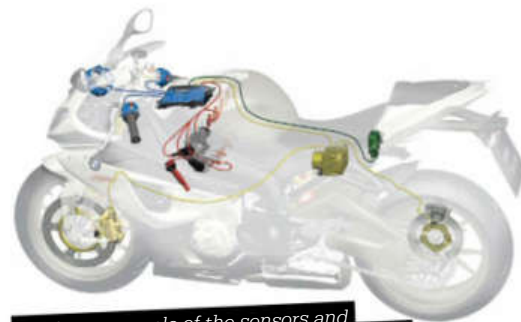
Although the latest development is truly astonishing; Stability Control. Stability Control is actually a simple idea of making the computer work in synch with sensors on the bike which recognise loss of traction. It then uses the brakes and engine to stop the skid without any intervention on your part whatsoever. Similar systems have already been available on motorcycles previously relating anti-lock braking and traction control systems, although the latest iteration from Bosch and Ducati, available on the latest Multistrada and 1299 Panigale takes it to a new level.

Compared to a car, which can move forwards and back or left and right, a motorcycle has many more options. It can roll (lean), yaw (turn left or right) and pitch (the front or back lifts or dips under acceleration or braking). Add to that the brakes using separate controls with the front being the lever on the handlebar and the rear being a right foot pedal, and it all requires a different operating system. This of course leads to the need of many more sensors to monitor aspects such as speed between the front and rear wheels and registering if the bike loses traction along with a five-axis accelerometer to monitor lean angles and attitude. Data on acceleration, deceleration, yaw, roll, pitch, lift, and relative wheel speeds is all then collated from these sensors and processed hundreds of times per second. If a problem is detected, the system reacts via Bosch's ninth-generation ABS system.

If the rider applies more brake than the traction can handle, the system bleeds away a little pressure, maintaining grip. It can even redirect the braking force to the optimum wheel, and if the rear starts to spin because of too much throttle, the system will mitigate the input. Making your head spin? Imagine designing it!

Although probably the most notable feature is when cornering! Simple physics will tell you that the further a motorcycle leans over the less grip it will have – at 33-degrees, grip is reduced to 85% compared to what it is in a straight line. The Stability Control computes this information by the hundredth-second and will provide the maximum braking force the motorcycle can handle at a given angle of lean. Basically, your motorcycle computer is now thinking as much as you, making decisions that could sometimes well and truly save your bacon.

Of course it's not only Ducati who have revolutionised their electronic systems



Here's an example of the sensors and control units for an ABS system, illustrating how it all works. Of course most bikes are now fitted with a lot more electronics.....

over the past few years, just take a look at the latest incarnation of the Yamaha YZF-R1, which features an electronics package almost identical to the set-up on Valentino Rossi's MotoGP machine. And Aprilia have developed their own system with Aprilia Traction Control (ATC) which allows the motorcycle to obtain better grip on the road with eight different traction control settings. Most of their machines also feature ABS, quick-shifters, launch and wheelie control and ride-by-wire throttle too. Another great example of an advancement in electronics would be the Can Am Spyder, which features ABS, traction control, and of course stability control where the motor will cut power once the sensors detect too much lean etc. A little frustrating at times, especially if you want to tear it through a corner only to feel the power cut in and out when it decides there's too much lean therefore compromising safety.

Now of course I've only brushed the surface when it comes to the different electronic features available today on a motorcycle, and would need at least another fifteen pages to attempt to cover it all in further detail, but you can definitely understand what I'm referring to. Electronics on modern motorcycles are progressing at such a rate it can often be beyond belief what some of the world's leading engineers are achieving.

Don't get me wrong. Having been a motorcyclist for many years now, I've witnessed the progression in motorcycle electronics first hand, just as many of you have. Although I think some readers would definitely agree when I say it can sometimes be very refreshing to jump on an old school bike complete with carburettors and points ignition, without the slightest hint of electronic aids. Okay, I'd be considered a dinosaur if I didn't progress with the times, and accept the very fact that we live in the age of electronics, but there's nothing wrong with reminiscing. Whichever way you choose to look at it, I suppose the electronic age we now live in definitely has its advantages. It also should allow us to ride the bikes even faster with higher levels of safety...and extra safety can never be a bad thing!

So until next month, enjoy the latest issue, which now has more pages and more features, and like always, we hope to see you out there on two wheels somewhere... ■

BIKE LAUNCH
YAMAHA YZF-R3



Yamaha's latest edition to the LAMS market is set to be a sure winner, especially after being endorsed by the Doctor...

BABY

R3 BOOMER

Feature by Kevin Magee Photos by Yamaha



BIKE LAUNCH YAMAHA YZF-R3



When I heard of the upcoming YZF-R3 launch, I was hoping I'd get the gig, especially after attending the world launch of the R1 earlier this year. The reason I say this is because it's no secret I love riding all motorcycles, and as mentioned in previous articles, sometimes riding these little tackers is just as much fun as the big bangers.

Well, Yamaha's new R3 is the latest edition to the 'We Are Family', and it's stylish and performance orientated, just

like its siblings and parents. The new dohc, eight-valve 321cc parallel twin has the cylinders off-set 7mm forward of the crankshaft axis for improved power, torque and most importantly, fuel economy from the twin cam powerplant. Cylinders are Yamaha's exclusive DiaSil which allows low tension piston rings reducing friction and therefore heat while the forged aluminium pistons are also 10% lighter than cast ones for smoother running. It also features carburised conrods, similar to that of the MT-07 layout, which provides extra strength and durability, all leading to overall reliability. And it loves to rev too with peak power produced around 10,500rpm with the limiter cutting in at 13,500rpm, which is something I made use of on the test ride.

Talking about the test ride, it seemed we had a couple of exciting days planned ahead of us. Meeting early Tuesday morning at Yamaha's headquarters in Wetherill Park, it was planned we would be spending the first day road testing and the second day at The Farm. So after a bit of tyre kicking, seat bouncing, pushing on the handlebars with the front brake engaged to suss out what she felt like, I took a step back to admire Yamaha's new offering to the LAMS market. Checking over the R3 to see what it did and didn't have fitted out of the box, first thing I noticed is that it comes with ABS, front and back. Great to see they haven't cut any corners, and with Michelin Street Pilot tyres fitted along with and



three different colour choices for all the fashionistas, they're set to appeal to a broad range of motorcyclists.

Meandering from Yamaha HQ across to the Shell servo on the Great Western Hwy near Sydney Motorsport Park, the R3 feels nimble, balanced and has a good amount of power along with a torquey delivery, more than I anticipated. And with our first main leg finding us backtracking up to Wiseman's Ferry, which is highly frequented by dump trucks on many of the smaller roads, it gave me a chance to really test out the suspension early in the test. What seemed incredible is that for such a light bike (169kg wet – a few kilos heavier than the KTM RC390 but 20kg lighter than the R6), it wasn't bouncing around the road much at all. It just soaked up the bumps without collapsing



WHAT SEEMED INCREDIBLE IS THAT FOR SUCH A LIGHT BIKE (169KG WET – A FEW KILOS HEAVIER THAN THE KTM RC390 BUT 20KG LIGHTER THAN THE R6), IT WASN'T BOUNCING AROUND THE ROAD MUCH AT ALL.



BIKE LAUNCH

YAMAHA YZF-R3

the front losing geometry and running wide, nor was it jacking off the rear sending a shiver up your spine. The R3 just floats over the rough road conditions staying on-line while doing so.

You can also sometimes get caught out with your speed if you're not paying attention. Compared to smaller displacement motorcycles of a few years ago, it was easy to perceive your speed, especially considering most of them were revving so high that with everything screaming and rattling you had a clear impression of how fast you were going. Today, on motorcycles like the R3, they're so smooth in acceleration and at cruising speed that it's often difficult attempting to predict your speed without looking at the speedo, which can often be a deceiving result. It's something I had to seriously take in to consideration, especially as I get back to zero demerit points soon.

The mirrors were a little frustrating leaving me thinking they were probably designed in Italy, especially considering how hard it is to get them in the 'sweet spot'. I got used to it in the long run, but still, it was enough of a pain to make me notice. I will say the six speed gearbox is smooth, especially when selecting first gear from neutral. It's always a tell-tale sign of whether the gearbox isn't going to be so smooth when you hear that loud clunk when the gear is first engaged. It's definitely one thing that annoys the hell out of me on some bikes, which is one of the reasons I usually start the bike in gear with the clutch engaged. It's always funny to watch riders rev their engines spinning up the gear sets only to get an even bigger clunk when they jam it into first. But there wasn't even a hint of that on the little R3, which led me to believe it would be just as smooth through the entire range, and it was.

The chassis felt strong and by contrast is nothing like the aluminium beams of the R1 and R6, instead being a simple tubular steel structure which uses the engine as a stressed member utilising a combination of solid mounts for top and bottom at the rear of the crankcase and another one at the back of the cylinder head while the one located at the front of the cylinder head is rubber. This holds the steel swingarm in place which operates directly on the near-vertical mounted rear shock, which is adjustable for pre-load only. The front 41mm KYB front forks felt sturdy enough holding that 17-inch front wheel while the single disc front brake has good power and progression and is actually a 'truly floating' rotor and doesn't just look like one.

After a full day riding out towards Mudgee in Western NSW, the following day was spent riding at The Farm, which just emphasised the perfect handling and nimble characteristics of the little R3, although having said that, it





THE FRONT 41MM KYB FRONT FORKS FELT STURDY ENOUGH HOLDING THAT 17-INCH FRONT WHEEL WHILE THE SINGLE DISC FRONT BRAKE HAS GOOD POWER AND PROGRESSION AND IS ACTUALLY A 'TRULY FLOATING' ROTOR AND DOESN'T JUST LOOK LIKE ONE.



BIKE LAUNCH

YAMAHA YZF-R3

definitely isn't a motorcycle built for track days like the R1 and R6. The new YZF-R3, Yamaha's latest edition to the R family is pure enjoyment to ride and more suited to everyday use around our congested cities. Of course you'll have just as much fun when you get out of town and take it for a burn through the twisties, which is something I think Yamaha have managed to achieve by designing a balanced motorcycle for all riding conditions.

Something else that deserves mentioning is the competitive pricing of the new R3.

It's a little more than Honda's much less powerful CBR300R although cheaper than the CBR500R, the KTM RC 390 and Kawasaki's Ninja 300. There's a great range of accessories available too from LED indicators to an Akropovic slip-on exhaust. On the back of the launch of the already popular R1, Yamaha have again hit the mark with the new R3, which is sure to be just as successful. Not only will it appeal to learner riders, but as mentioned before, it's a great little bike for around town for riders of all levels. And it doesn't hurt that the new little baby boomer has been endorsed by none other than legend MotoGP racer Valentino Rossi...

YAMAHA'S LATEST EDITION TO THE R FAMILY IS PURE ENJOYMENT TO RIDE AND MORE SUITED TO EVERYDAY USE AROUND OUR CONGESTED CITIES





drayko.com

IRAZZO

The latest denim for the bike and every occasion.

BIKE LAUNCH
YAMAHA YZF-R3



**RIDING AT THE FARM
JUST EMPHASISED THE
PERFECT HANDLING
AND NIMBLE
CHARACTERISTICS OF
THE LITTLE R3!**

YAMAHA YZF-R3

ENGINE TYPE

Liquid-cooled parallel twin

VALVE ARRANGEMENT

DOHC, eight valves

DISPLACEMENT

321cc

BORE X STROKE

68 x 44.1mm

COMPRESSION RATIO

11.2:1

CARBURATION

Digital fuel injection

MAXIMUM POWER

41bhp (31kW) @ 10,750rpm

MAXIMUM TORQUE

29.6N.m @ 9000rpm

CLUTCH

Wet multiplate

TRANSMISSION

6-speed

FRONT SUSPENSION

41mm telescopic, 130mm travel

REAR SUSPENSION

Single shock, adjustment for preload, 125mm travel

FRONT BRAKE

Twin-piston caliper, 298mm disc with ABS

REAR BRAKE

Single-piston caliper, 220mm disc with ABS

FRONT TYRE

110/70 x 17in Michelin Pilot Street

REAR TYRE

140/70 x 17in Michelin Pilot Street

RAKE/TRAIL

25 degrees/90mm

WHEELBASE

1380mm

SEAT HEIGHT

780mm

FUEL CAPACITY

14 litres

WEIGHT

169kg kerb



HIGH-BALL®



If it's attitude you're looking for, reach up and grab the handlebars of the Victory High-Ball®. This barebones bobber packs a one-two punch of cranked up performance and stripped down style that can't be mistaken for any other bike. With whitewall tyres and a shorty front fender, the Victory High-Ball exudes confidence you won't soon forget.

RIDE ONE AND YOU'LL OWN ONE.

VictoryMotorcycles.com.au | P: 1300 721 360 | 

*Overseas Model Shown with optional accessories fitted. ^Facebook® is a registered trademark of Facebook, Inc.

ARIEL ACE IN PRODUCTION

The production of the 2016 Ariel Ace range has started with the photos showing the first new models in build to various customer requests and the new 'Sport' version already completed. Updates from the 2014 version are minor but demonstrate Ariel's passion to achieve perfection in their machines. Look closely for detail changes to the seat, footrests and handlebars as well as the wheels. Bodywork is revised too, notice the more obvious new front mudguard, more changes have also been made to the instrumentation.

Time has been spent with Ohlins engineers making small incremental adjustments to the dampers as well as testing various spring rates and set ups to suit new customers, not visible for sure but more improvements

to the latest ACE machines and especially for the 'Sport'.

Building on the good reception the ACE has received internationally, the future indeed looks healthy for the new Ariel Motor Company.



GARAGE PARTY AND BOOT CAMP

Once again Fraser Motorcycles in Concord opened their doors recently to existing and potential customers with a couple of great events. For the ladies, there's the Ladies Garage Party while for the male riders, they have a great evening called Motorcycle Boot Camp. Both nights are aimed at introducing customers to new bikes while also attracting new riders to the fray.

The Ladies Garage Party is a great night of fun and motorcycles with all female riders, from novices to veterans, invited to participate, while it also raises money for the Cancer Council with small donations made on entry. On this particular night even Angry Anderson turned up to show his support, much to the delight of some of the ladies there.

The Motorcycle Boot Camp is similar and aimed at male riders who may have a ton of questions regarding how to get started and what model might suit them best. They also demonstrated how to

pick up a fallen motorcycle along with arm wrestling and dart competitions. These events are 100% FREE, and includes food and drinks. If you have dreamed about getting on a motorcycle or if you constantly find excuses not to ride – this event is definitely for you! Both the Harley-Davidson Boot Camp and Ladies Garage Party are held frequently at Fraser Motorcycles, but make sure you book as positions are limited.



HERTRAMPF'S R1000

Hertrampf produce a line of unique motorcycles based on standard models on a regular basis, but the German company is also involved with racing and in particular with Suzukis. Knowledge of these machines shows in their 'R1000' – a typical example of Hertrampf's ability to build high performance machinery here from the GSXR-1000.

The upgraded motor is producing 200hp with Nm of 110 incorporating a Yoshimura ECU featuring three mappings, switchable engine braking, a quick shifter for the 6-speed gearbox, anti-hop clutch and an angle sensor. Radiator is racing standard and the Titan exhaust system sourced from Yoshimura. A GPS system is fitted and an AIM instrument panel used together with a data acquisition system.

Rolling chassis has an aluminium rear

frame with HPC-Power and Ohlins suspension and of course Brembo brake systems. Wheels are PVM and the

lightweight fairing produced in carbon. Dry weight of the R1000 is 160kg (352.72 lbs) and 200hp on tap results in a very swift GSXR-1000 with a 'Plus'!



MULTISTRADA 1200



Go everywhere

The new Multistrada 1200 takes riding beyond all the barriers of compromise.

Unbeatable on tarmac, perfect and comfortable for long distance travelling, agile through town and fun off the road.

Frontline technologies include the new ground-breaking Testastretta DVT engine instantly providing optimal power and torque, cutting edge Ducati Skyhook Suspension (DSS) Evo and refined electronics including Cruise Control, Backlit

handlebar switches and Ducati Safety Pack with cornering ABS, Traction and Wheelie Control.

Additional with S version; Full colour TFT instrument panel with Ducati Multimedia System (DMS) and full LED headlamp with Cornering technology.

Experience the new Multistrada 1200 and 1200 S by reserving a test ride through your local Authorised Ducati Dealer today.

2-Year / Unlimited Kilometre Warranty.
2-Year / 24 Hour Ducati Rider Assist.
30,000km Desmo Service Intervals.



Recommended

Powered by



Multistrada 1200 S model shown

ducati.com.au

MONSTER STRIPE

Ducati have just released their new sports 'Monster 1200 S Stripe' and 'Monster 821 Stripe' machines, high performance and easily recognised by their off-centre twin white stripes on tank, tail and carbon front mudguard – a typical example of fine Italian styling.

The 'Monster 1200 S Stripe' has a red trellis frame and black alloy wheels with 'Y' shaped spokes and a small red fairing and screen, carbon belt covers etc. Engine is the 1198cc Testastretta DS boasting 145hp at 8750rpm. Suspension is top notch with Ohlins 48mm forks, single sided swinging arm and an Ohlins shock, the Brembo brake stems include twin 330mm front discs and M50 callipers. Useful touch is the new seat which is adjustable for height. TFT instrumentation is fitted plus Riding Modes, the Ducati Safety Pack with three level ABS and eight level Traction Control.

The 'Monster 821 Stripe' features the 82cc Testastretta motor producing 112hp



at 9250rpm with the same trellis frame and wheels set-up but with 43mm Kayaba forks and a Sachs mono-shock with twin cast aluminium swinging arms – which the factory claim enhances agility and handling. LCD instrumentation is used as opposed to the TFT of the '1200' but Riding Modes, Ducati Safety Pack and seat are identical. Both models are into production now, although they will only be available by order in Australia and won't be available off the floor.

YARD BUILT DISSIDENT

The latest addition to the 'Yard Built' scene and celebrating the 20th Anniversary of the XJR is the beautifully prepared 'XJR 1300 CS-06 Dissident' hailing from Portugal. Manufacturer is the small company 'it roCkS!bikes' of Osvaldo Coutinho and Alexandre Santos and noticed by Yamaha Europe for their top quality machines. Specialising in 'monocoque' they produce their own one piece tank, seat and tail units creating a style of their own demonstrated here, all handmade in metal. Notable too is the fact that they don't change the basic bike – nothing is cut or welded preferring to stay with 'bolt on' everything and it is done to perfection. Brake system is ISR with master cylinders for front brake and clutch, front and rear callipers on 340mm twin front discs and rear 267mm unit, the front callipers with

6 pistons – this bike will stop – fast! Forks are YZF-R1 modified to take the pressure of heavy braking and suit the XJR 1300 steering column, while wheels are the best Italian 17" tubeless Kineos with Pirelli Angel GT tyres. The exhaust system is as you would expect, perfectly handmade 4 into 2 in stainless steel producing an interesting howl! Engine covers are replaced with lighter aluminium items and a high performance oil cooler is installed. A host of high quality components complete the build like LSL rear sets, footrests, clip-ons and aluminium grips. The 'XJR 1300 CS-06 Dissident' is indeed an incredibly stunning custom machine proudly celebrating the 20th Anniversary of the XJR!



twowheels

Editor

Miles Rangeley (02) 8719 3661
mrangeley@expresspublications.com.au

Art Director

Ryan Weeks

Graphic Designer

Chris Papaspiros

Editorial Enquiries

editorial@twoowheels.com.au

Regular Contributors

Don Cox, Doug Jackson, Glynn Kerr, Kevin Magee, Terry Paxton, Steve Martin, Peter Cox, Pax, James Pralija, Mark Boxer, Brendan Jones

European Correspondent

Roland Brown

Production Manager

Bronwyn Rowe

Production Co-ordinators

Alex Grosvenor

Creative Director – Leisure & Motoring:

Igor Amedov

Group Publisher – Leisure & Motoring

Glenn Wright

National Advertising Manager

Luke Finn

Ph: 0423 665 384 Fax: (02) 9741 7293

Email: luke@twoowheels.com.au

Subscriptions

Free call: 1800 801 647

Fax: (02) 9737 8017

Email: subs@magstore.com.au

Back Issues – Free call: 1800 801 647

Retail Sales

Distribution enquiries – Circulation Department

Email: circulation@emgroup.com.au

Phone: (02) 8719 3503

Distributed by:

Network Services

66-68 Goulburn St Sydney NSW 2000

General Manager – Motoring Igor Amedov

Published by Published by EMG Express Media Group a division of Express Publications Pty Limited ACN 057 807 904

2 Stanley Street NSW 2128 Australia ph (02) 9741 3800 fax (02) 9748 1956, under licence from General Newspapers Pty Limited ABN 49 000 117 322, Double Bay Newspapers Pty Limited ABN 22 000 237 598 and Suburban Publications Pty Limited ABN 44 008 629 767. All rights reserved.

Editorial Contributions And Correspondence

Twoowheels, 50 Silverwater Road, Silverwater NSW 2128

Email: mrangeley@expresspublications.com.au

Phone: (02) 8719 3663 Fax: (02) 9748 4059

Copyright Material appearing in Twoowheels is copyright and reproduction in whole or part without permission from the publisher is prohibited. By submitting an unsolicited contribution to our magazine you agree to provide us with a licence to reproduce your material in print and electronic mediums worldwide with the right to edit any written contributions.

Freelance Contributions Address submissions to The Editor, Twoowheels, 50 Silverwater Rd, Silverwater, NSW 2128. The publisher accepts no responsibility for unsolicited material. All text, photographs and illustrations must be accompanied by a self-addressed, stamped envelope. Allow several weeks for acceptance or return.

All material in this magazine is protected by copyright laws and may not be reproduced in part or full without the written permission of the publisher. Prices and dates quoted in this issue were correct at the time of going to press but might be subject to variation.

In respect to technical information provided for any vehicle modifications or riding manoeuvres referred to in the articles published in this magazine, the Publisher expressly disclaims any belief in the truth or falsity of the technical information or riding manoeuvres provided and is merely passing on the technical information or riding manoeuvres as a service to readers. No warranty is given as to its accuracy and it should not be substituted for expert advice from a qualified motorcycle mechanic in respect of technical information provided for any vehicle modifications or from a qualified riding instructor in respect of any riding manoeuvres referred to in this magazine.

DESIGNED FOR RACERS BUILT FOR RIDERS

NEW APRILIA RSV4 RR



RACE BRED
TECHNOLOGY

a PRC

a TC

a WC

a LC

a QS

r BW

ABS

\$25K* RIDE
AWAY

With racing in its DNA the new RSV4 RR and RSV4 RR Race Pack offers a powerful 1000cc V4 engine which produces an exhilarating 201HP. Featuring Aprilia's patented Rider Performance Control electronics package which includes rBW, aTC, aLC, aWC, aQS, and Race ABS which work in conjunction with the state of the art adjustable suspension and Brembo braking system to form an unbeatable combination. The RSV4 is the only Superbike on the market with an adjustable chassis that allows the rider to truly customise their RSV4 and be race ready. From racetracks to roads, setting new standards for technology and performance is our job and our daily commitment. For more information visit www.aprilia.com.au

2 YRS UNLIMITED
KM WARRANTY

#be **a** racer

*Recommended Ride Away Price of RSV4 RR. Price is subject to change without notice. Overseas model shown for illustration purposes. Consult your Aprilia Dealer for further details. Aprilia Australia promote safe and responsible riding.

aprilia®

f facebook.com/apriliaaus

RACING OIL

If you're serious about your racing, then why not get serious about your oil?

This new Synthetic Ester 4T Engine Oil from Belray is perfect for withstanding extreme racing conditions. Suitable for air-cooled and liquid-cooled 4T engines with wet clutches, the ester formula will provide the ultimate thumper experience. Belray Thumper Racing Works oil comes in 10W-50 and now 10W-60 in both one litre (12 to a box - \$36.95) or four litre (4 to a box - \$119.95).

It's available now at all reputable motorcycle shops and is proudly distributed by Cassons Australia Pty Ltd.



CARRY ALL

Looking for a present for Father's Day? Well the Harley-Davidson Overnight Bag might be the ideal thing. It's great for shorter trips and conveniently mounts to a Tour-Pak® luggage rack or sissy bar upright with a spandex mounting pocket and adjustable mounting straps. Features include two large exterior pockets with glove-friendly zipper pulls, an oversize carry handle, and a zippered mesh interior pocket. Both the bag and its integrated rain cover feature 3M™ Scotchlite reflective piping and graphics for added visibility. See your local authorised Harley-Davidson dealer for further details.



GIVE IT THE BOOT!

All new GPI, the latest product from Gaerne's research and development centre is the ultimate racing boot. Close collaboration with champions, technological innovation, attention to detail and comfort, Italian styling and fifty years of passion and experience characterise all Gaerne products.

Features include the unique Gaerne floating system made of carbon composite which allows the foot to move naturally and prevents ankle twisting without compromising flexibility. It also has a shock absorbing heel cup, adjustable calf closing system, a fully washable and removable inner sole. They're available in three colours; white, black and red. Or for the ladies what about the new Parana female boot from Dainese. Featuring rigid inserts on both ankles, a nylon midsole, rubber sole, full grain cowhide leather upper, a waterproof interior and reflective inserts, all finished with a brushed effect by hand. The Parana Lady Boots and the GPI racing boots are available now at all reputable motorcycle shops and are proudly distributed Australia wide by Cassons PTY Ltd.

BIKESKATE

If room is at a premium in your garage then this great Aussie made product could be just the trick. It suits most bikes up to 300mm rear tyre, and will give you a Ride in-Ride out capability. Using the BikeSkate you will be able to turn your bike around in its own length and it is suitable for all motorcycles from road bikes and scooters to heavyweight bikes such as Harley-Davidsons.

Australian owned and manufactured by a Melbourne engineering firm, Hitech Rigging and Engineering P/L the BikeSkate can be ordered through Facebook by searching for BikeSkate.



NEED A LIFT?

Getting your bike up off the ground to a height where you can work on it with ease is exactly what Warana Imports are about. Ian Oakes, the owner of Warana Imports, wanted a Bike Lifter to work on his own bikes but could not find anything suitable and after importing one for his own use a few friends expressed interest and soon a new business was born. Their table lift, known as a The Bike Lifter, is ideal for the home or workshop and is raised by using a foot-operated hydraulic pump that will easily lift 500kg. The bike lifter also features an on and off ramp, front wheel clamp, removable rear wheel panel, safety locking system and is easily moveable on wheels. They also offer an optional service jack to assist with wheel changes and other service work.

Contact Warana Imports on 1300 765 539 or check out their website www.waranaimports.com to see their full range.



CARBON COBRA

RJAYS Cobra II gloves are made using 100% A Grade Drum Dyed Leather fitted with floating carbon fibre knuckle protection for easier grip position.

Carbon fibre protection is located on back of hand, fingers and base of palms and for extra comfort, stretch panels are in place across the back of fingers and thumb. Other features include: double stitched leather on palms, leather reinforced webbing joining little finger to third finger and reflective silver piping across back of the hand for better night visibility. The Cobra II gloves are available now from all good motorcycle shops and are distributed by Cassons Pty Ltd.



VENTURE HEAT

With winter starting to bite it gets harder to keep warm while riding on the bike. But with a pair of heated motorcycle gloves from Zarkie, you can ride through the coldest conditions while your hands remain toasty warm. Their Venture Heat Epic 2.0 heated motorcycle gloves will keep your hands warm wherever you go, offering an ultra-portable solution to the problem of cold hands while riding. The gloves are fitted with convenient rechargeable lightweight lithium ion batteries, allowing your hands to stay warm wherever you go and will provide active heat for up to five straight hours. For even greater comfort, these gloves feature a built-in temperature controller so you can adjust the heat levels with the touch of a button. The heating element runs around the outside of the hand and fingers for heat right where you need it. Thinsulate insulation will keep in the warmth and the outer shell is made of nylon with sheepskin leather palm and fingertips.

Zarkie offer a full range of heated gear to keep you riding longer in those colder months which can be found at their website www.zarkie.com.au

WARM AS TOAST!

If you're like most motorcyclists and ride all year round, why let the cold slow you down? That's why a set of Ultra light Merino thermals might be just what you need to enjoy each and every ride regardless of the weather. And there's nothing worse than having layer upon layer underneath your jacket leaving you so bulked up you feel like the Michelin man.

Well Andy Strapz Thermalz eliminates all of that with the perfect fit, quality designed and produced material. The fabric, which has been changed from a hollow fibre knit to a superfine, itch free, Merino is very stable, extremely resistant to pilling and is also machine washable. There are also unisex pants available in the same material. For more information on the thermal gear, log on to www.andystrapz.com



SHARK TERROR

Shark's new entry level helmets, the S600 is perfect if you're looking for a good quality helmet at a great price. Like all Shark helmets, safety is paramount, and the S600 is no different featuring an injected, thermo-plastic shell designed and tested for safety and comfort. It includes a fully removable liner, anti-scratch visor which includes PinLocks, dual position vents and a reputable five year warranty.

The Shark Terror S600 helmets come in sizes XS-XL and in a range of eye catching colours and designs. (Black/Green, Matt Black/Red, Matt Black/Silver) They're available now at most reputable motorcycle shops or can be found through the distributor, Ficeda at www.ficeda.com.au



HYDRO-WATERPROOF

I've always wondered how long it would take for someone to come up with an idea like this, and it was no surprise to hear it was Draggin Jeans and their latest range of Hydro Waterproof clothing. Think of the advantages of not having to slip on your wet weather pants when some inclement weather rolls in. The waterproof Hydro Pants have been based on Draggin's Classic Jeans, which would have to be one of their most popular products. With a waterproof front zipper, waterproof boot cuffs, four waterproof zip pockets, cool breathing mesh lining and no visible seams like they're Next Gen range, you can rest assured quality and comfort hasn't been compromised during the waterproofing stage. They're machine washable too, and also include DFFUSE CE armour for added protection.

The Hydro-Waterproof pants are available in a range of sizes and can be found at reputable bike shops or can be ordered on line at www.dragginjeans.net



FEEL THE DIFFERENCE WITH GOODRIDGE BRAKELINES, FITTINGS AND CLUTCH LINES.



UPGRADE YOUR PADS TO GOODRIDGE. GOODRIDGE HAVE NOW RELEASED A NEW GV SEMI SINTERED COMPOUND DESIGNED FOR BIG TWINS AND CRUISERS.



GOODRIDGE STAINLESS ROTORS ARE BUILT WITH THE HIGHEST QUALITY STAINLESS STEEL, FEATURE A POLISHED CENTRE HUB AND ARE AVAILABLE IN EITHER SOLID OR FULLY FLOATING.



GOODRIDGE

THE BITTERNESS OF POOR QUALITY LINGERS LONG AFTER THE SWEETNESS OF LOW COST IS FORGOTTEN

CONTACT US NOW!

WE DEAL DIRECTLY WITH THE PUBLIC
ALL ORDERS PROCESSED SAME DAY
ORDER TODAY RIDE TOMORROW!
PHONE: 07 54 477 411
FAX: 07 54 426 094
EMAIL: matt@stamnasptyltd.com



WWW.JOHNSTAMNAS.COM



Those who can, according to the old adage, do, while those who can't teach. If that's true, it's not a positive reflection on my first proper return to the classroom in a quarter century, the odd seminar excepted.

In my own defense, I would argue that the better vocational colleges offer state-of-the-art tutoring based on ability and real-life achievement that students can benefit from. And the best way of ensuring that stays up to date is to have a regular turnover of visiting lecturers from industry to impart their know-how. It's alarming to go back to your old college decades later, and find the exact same staff who were there when you graduated.

For short-term visiting lecturers, there's rarely any payment involved beyond basic expenses, so teaching is mostly about giving back to the system. That said, the occasional teaching stint has benefits both ways. The students' imagination, energy and absence of production concerns is a refreshing change for those of us under constant cost and deadline pressure. So while the actual job of mentoring a couple of dozen students to each give their best can be taxing, overall it's a pretty invigorating experience.

Back in February, I made a brief visit to the ISD-DSK College in Pune, which runs India's best known automotive design course. While the name has a surplus of

TLAs (Three Letter Abbreviations), I'm sure you'll want to be informed that ISD refers to the French 'Institut Supérieur de Design de Valenciennes' which belongs to the Rubika group of colleges that focus on animation, computer-gaming and design. The DSK part refers to the college's patron, Dr. D. S. Kulkarni, who, among his many other interests, imports Hyosung and Benelli motorcycles into India, and runs a large number of Toyota dealerships. Pay attention - I'll be asking questions at the end.

DSK's businesses also include some serious real estate developments, including the Utopian 'Dream City' outside Pune. This all-inclusive mini-city will eventually house prestigious apartment blocks, Olympic-level sports facilities, and, already, the design college. Andre Elista, the Head of Department of Transportation Design, conducted a tour of the whole development in a restored Mahindra-manufactured Willys Jeep, which was quite an experience. Man - I thought my first VW Beetle was basic. At least that had a handbrake. To put things in perspective, the Mustang I rented to get to San Francisco International Airport ("Pick any car Sir, the keys are inside" - thanks National) had cooled seats. Two different worlds.

The college itself is an impressive



The ISD-DSK campus is a state of the art facility.



Visiting tutors got the 'tilak' treatment as a welcome on arrival.



Happy and relieved students after the final presentation.



building, housing an impressive array of state-of-the-art facilities, and producing some very impressive students' work. All this coming from a guy who is not easily impressed. So when asked to make a return visit in May to run a one-week Masterclass, it was hard to decline - even if May is pre-Monsoon, and the hottest time to visit.

The class could choose between participating in a show-car project run by fellow-tutor and Bentley designer Richard Gilmartin, and my own motorcycle design course. So the 25 male and 2 female students who went for the two-wheeler

option were clearly dedicated bike enthusiasts. After a morning's grounding in the rules and requirements of the discipline, they were then let loose on two projects purposely intended to be diametrically opposed.

Project 1 was to create the simplest, cheapest motorcycle as basic transportation for India and other emerging nations. It should look strong and tough, but no purely cosmetic components were allowed. Every part must be functional in some way. Oh, and the final design should be a motorcycle, not a scooter. The expected demands for clarification on what constituted each group didn't materialise, so clearly Indians inherently understand their categories.

The second project was to create a single-seat supersport design for a fictitious production motorcycle to be produced by Ferrari. It should be more advanced, more

exclusive and more dramatic than any of the current competitors, while keeping generally to the conventional race-replica format. So no hub-less wheels, hub-center steering, and all the stupid blue sky stuff that students always put on their projects thinking it's fresh. No it isn't!

The idea of the first project was to make sure everyone got to grips with the fundamental principles of motorcycle proportions with the least possible reliance on bodywork. The second was exactly the opposite, encouraging them to understand what makes a hypersport design work, and come up with some suitably expressive forms. The intention here was to study the competitors, and figure out what makes a sports bike look exciting, while the Ferrari part was meant to appeal to the strongly automotive-bias within the college. The goal was to express some of Ferrari's design





Highest grade went to Tathagata Ghosh for a well balanced and controlled design.



Helping every student raise their level can be demanding.



Ferrari Hypersport design by Akash Choudhary.

language (dramatic forms but with a controlled finesse) into a new context - a challenge I thought would be eagerly snapped up. Instead, the students got bogged down in the details, with features like the (dated) Testarossa side fins being teleported onto a motorcycle, or in one case, a student trying to shoehorn a V12 engine into a bike frame. Er, no guys - that's missing the point. You're supposed to transpose the identity, not the entire running gear.

In an ideal world, all the students would have taken on both projects, to experience the full extremes of the profession. But time limitations meant they divided into two groups to tackle one brief each. Some of the students who opted for the 'cheapest wheels' project were product designers, not automotive, and predictably they struggled at the beginning. But by Friday, everyone had grasped the basics, and presented some great concepts - even if Ducati-like space frames aren't exactly my idea of minimalism. Several students worked right through Thursday night to get their work done in time for the 'Crit'. Yep, been there, done that.

The enthusiasts were all drawn magnetically to the Hypersport project, although it quickly became obvious that Ducati was already established as the two-wheel Ferrari, coloring et al. Being the top of the range, the Panigale was easily defined as the latest and most sporting package, and several designs ended up being rather obvious photomontages with

lightly modified bodywork cloned over the original. While this did theoretically fulfill the brief, the short-cut avoided the entire thinking process, along with the necessary trial-and-error involved with understanding the proportions, so these students were graded less favorably than those who came up with something more individual.

The most rewarding part of this course was seeing that all the participants, from seasoned enthusiasts to newcomers, raised their levels visibly over the week (I had everyone present their first sketch alongside their final one so we could measure the progress). These guys - and two girls - will be designing the motorcycles we ride in the very near future, and not just in India. This country has a rapidly developing R&D industry,

with a strong demand for homespun design talent, and it's reassuring to see its own design colleges becoming state-of-the-art institutions. Its alumni are already finding their way onto car and motorcycle design teams worldwide.

As the offspring of two teachers, both of whom managed to stay seamlessly connected to the education system all their lives, I betrayed the family trade and went into industry. Motorcycle design, as a career, is still something beyond their comprehension. In fact, even though I've been reasonably successful at it for over thirty years, my parents are still waiting for me to get a 'proper' job. Maybe the occasional slot teaching at a design college will help meet their criteria. ■



Final presentation.

Some proposals for a basic motorcycle for developing markets.



showandgo.com.au

Australian
Distributors
of Keihin and
Carrillo

PERFORMANCE CARBURETTORS, CONRODS, EXHAUSTS & AIR FILTERS

TO SUIT: Honda, Kawasaki, Yamaha, Suzuki, Ducati,
Moto Guzzi, Triumph, Harley Davidson & BMW



Australian Distributor of Keihin & Carrillo

SECOND HAND PARTS

SHOW AND GO HAVE A VAST SELECTION OF MOTORCYCLE SPARES INCLUDING ENGINE SPARE PARTS.

We also sell complete running engines. **SO WHY BUY NEW IF GOOD SECOND-HAND SPARES ARE AVAILABLE!**
Motorcycle engines are also broken down for parts.

With over 30 years of wrecking motorcycles, we are bound to have that hard to find second-hand motorcycle spare part.

When it comes to motorcycle wrecking, **Show and Go are the experts.** Our experienced staff are up to date with all areas of wrecking motorcycles and associated second-hand spare parts.

With damaged motorcycles being bought for wrecking on a weekly basis, our stock levels are always high — great for our customers, who need quality second-hand spare parts.

Show and Go dismantle and part out early to current model road and trail motorcycles, scooters and quad bikes; Japanese, European, Korean and British (late model) motorcycles are always being dismantled.

Can't find what you are looking for? Send us an email with a description and we will look for you!

HIRE & RENTAL

BOATS

What better way to spend some of your free time than fishing?
We have three boat sizes for hire.
Great day out with the family or your mates. Boat license required.

GOLF CAR

Need a golf car to hire?
Maybe a large corporate golf day?
We have 2 and 4 seater golf cars available for short or long term hire. Specialising in supplying Golf Cars to major functions around Australia.

MOTORCYCLES

Show and Go have a great selection of motorcycles for rent or hire.
Sports, touring, cruiser and road trail motorcycles.
The Adelaide hills offer some of the best winding roads in Australia. Magnificent coastal roads with

stunning views.

Explore the Barossa Valley to the north, then Victor Harbor to the south. The Flinders Ranges are spectacular all year round. What better way to see Adelaide and South Australia?

SCOOTER

Great way to spend a weekend, buzzing around town on a zippy 50cc scooter. So much fun and so easy to ride.



SHOW & GO MOTORCYCLES

236 Brighton Road Somerton Park S.A 5044 — Ph: (08) 8376 0333 Fax: (08) 8376 1334
showandgo@showandgo.com.au — C.O.D. Australia Wide & NZ All Major Credit Cards Accepted

BIKE TEST
VICTORY MAGNUM

Thanks to Victory Motorcycles,
you can now buy a big-wheeled
custom bagger straight off
the showroom floor...

SLAMMING

BAGGER

Feature by Miles Rangeley Photos by Eric Tang





Victory have already enjoyed success with the release of the Cross Country, but with the bagger craze gathering such momentum in America, the design team began work on something a little different. Of course the craze may be on the rise here in Australia, but it's the USA where you'll notice it's much more prominent. With such a larger population and everyone

trying to make their bike stand out from the crowd, with it comes a customising scene which would be fair to say is a little out of control. It begs the question, what could possibly be next? The envelope seems to be getting pushed further now with insane paint jobs, deafening stereos and 30-inch diameter front wheels, which to me is bordering on ridiculous, especially when you see how they handle.

Yet you just have to stand on a street corner in most States of America to see just how strong the bagger craze is, which makes it easy to understand why Victory have built the Magnum. It's cool, comfortable and has a sense. I think a lot of this has to do with the Magnum's appearance, which has been designed around the aforementioned Cross Country. Now sporting a larger 21-inch front wheel, a striking paintjob, which even includes the front panel surround, larger 100watt speakers along with that awesome slammed suspension, the Magnum is sure to strike the right note in an already competitive cruiser market here in Australia.

As soon as you sit on the bike, you notice just how low it is, with a seat height of only 654mm, which feels a lot different compared to most cruisers,

BIKE TEST

VICTORY MAGNUM

especially when you take into account the weight of 350kg wet. The slightly raised bars are comfortable and leave your shoulders and arms in a easy to reach riding position, which is what you want for long hours in the saddle. The instrument panel is simple and effective with round dials for the speedo and tachometer and each side of those are the speakers, with three on each side hidden behind grilles. They sound a lot better too with 100watt speakers, although once you get up and rolling the wind noise does start to drown out the music a little. I think it would benefit a little more with lid-pannier mounted speakers like they've just incorporated into the new Magnum X1.

Our particular model also featured some accessories including the Arlen Ness pipes and a Clockworx screen at the front. I wasn't a big fan of the screen, especially when I realised it was slightly magnifying my view. Not a major problem, but it did catch me out a couple of times in traffic, although for someone a little taller it wouldn't have presented an issue.

Power was on tap with the 1731cc air-cooled 50-degree V-twin motor producing a little more than 90hp, with most of that being low-rev torque. Cruise control was also a handy feature, and was easily accessed via switches on the right side of the bars, with the stereo controls situated on the left. The seat is also large and comfortable and the hard panniers are large enough to pack a couple of bags, although they are a little slim.

Victory have also lowered the rear suspension travel to 90mm, which offers a smooth enough ride, but some of the bigger bumps were noticeable. The larger front wheel also makes a change to the handling and accompanied with the slammed back end, the engineers have definitely spent some time getting it right. With slightly stiffer shocks featuring dual-rate springs at the rear, it was clear they needed to alter the front end to match which was achieved by decreasing the travel from 130mm, as it is on the Cross Country, to 113mm. It had such different handling to what I'm accustomed to on a cruiser like this, long and low. I did notice a little understeer the first time I hooked through a couple of corners, but once you felt how the Magnum handled, and became familiar with the long wheelbase of 1670mm, it was just a matter of adapting your riding style to suit. Ground clearance was great, which was surprising for such a low and large bike. The first part to touch down was the footboards, and by that stage the big girl

was lent over a fair way. And when it came time to get on the anchors in a hurry, the ABS-equipped front discs and four-piston calipers along with the twin-pot rear brake made sure of that. Fuel consumption wasn't as good as I expected, especially if you're a little heavy on the wrist. On average I was getting just on 280km out of the 22litre tank, although with a little more conservative riding once out of the city surrounds, it managed about another 30-40km extra.

It remains to be seen whether the Magnum will be as popular as it has been in the US, but with its solid performance and glitzy appearance, there's a very strong chance it will be just as widely accepted here in Australia. I think the biggest draw card is the fact that you can now buy a big-wheeled custom bagger straight off the showroom floor, something not a lot of other manufacturers offer. ■





**IT'S COOL,
COMFORTABLE AND
HAS A REAL SENSE
OF ATTITUDE...**



VICTORY MAGNUM

ENGINE TYPE

Air-cooled 50-degree V-twin

VALVE ARRANGEMENT

SOHC, eight valves

DISPLACEMENT

1731cc

BORE X STROKE

101 x 108mm

COMPRESSION RATIO

9.4:1

FUELLING

Electronic fuel-injection

MAXIMUM POWER

95bhp approx

MAXIMUM TORQUE

150N.m approx

CLUTCH

Wet multiplate

TRANSMISSION

6-speed, belt final drive

FRONT SUSPENSION

43mm USD telescopic,

113mm travel

REAR SUSPENSION

Monoshock, 19mm travel, air adjustment

FRONT BRAKE

Twin four-piston calipers, 300mm discs

REAR BRAKE

Twin-piston caliper, 300mm disc

FRONT TYRE

120/70 x 21in Dunlop Elite 3

REAR TYRE

180/60 x 16in Dunlop Elite 3

RAKE/TRAIL

29 degrees/142mm

WHEELBASE

1670mm

SEAT HEIGHT

654mm

FUEL CAPACITY

22 litres

DRY WEIGHT

345kg

ALL NEW



2015 YZF-R15



2015 YZF-R6



2015 YZF-R1



we

YZF-R3

YZF-R3 321cc parallel twin 
FOR FUTURE VALENTINOS



 **family**



YouTube

VISIT US AND LOCATE A YAMAHA DEALER AT:
www.yamaha-motor.com.au



BIKE LAUNCH
MV AGUSTA TOURISMO VELOCE

MIGHTY VELOCE





MV started their touring project with open eyes and a clean sheet of paper, they knew they needed a bike that would stand out in the crowd and at first attempt I would say they achieved their goal.

MV Agusta is a company that prides themselves in building specialist motorcycles with cutting edge design parameters. With the amount of tourers available for sale on the market today, it was always going to be a difficult task to bring new ideas to the table in the touring sector. To build more of the same and hope consumers would buy a bike just because it had the MV logo was a risk and a risk that could send a small company like MV into a spiral. That didn't stop the design team though, with all the risk and with all the pressure they did come with a unique plan which does set this motorcycle apart, and that integral part of the plan literally ended up being the backbone of the Turismo Veloce.

With a totally different design brief, the new Turismo Veloce is proving to be a winner, featuring everything you would expect from a manufacturer like MV Agusta...

Feature by Steve Martin

BIKE LAUNCH KTM ADVENTURE MV AGUSTA TOURISMO VELOCE

The design of the Turismo Veloce didn't start with the frame or the styling but with the width of the two pannier bags that hold 30 litres each and allow a full face helmet to fit in to each pannier. The tricky part was to make sure that the two hard bags were narrower than the handlebars. MV managed that by designing a very strong and light rear sub frame assembly which allows the bags to clip to it in a very narrow fashion and gave the bike its trademark, which is 'narrowest in class with Panniers fitted'. Narrow panniers were never going to be enough to sell a bike alone so the next important point on the agenda was the power plant.

When MV Agusta decided to create the F3 675 super sport bike they had to be very clever about the architecture of the engine. Not only would the Italian company need to design a race winning and successful super sport machine but

shining brightly. Saving power though are the LED lights which are not your ordinary fare but specifically designed for the narrowness of the bike's rear end. Up front the main light is designed to maintain the MV signature shape but incorporates a new technology called DRL (Day Light Running). This program if left on, automatically turns on the main lighting system when the computer deems visibility is minimized. Seeing where you are going is important but so too is receiving information. The TFT (Thin Film Technology) dash is an integral part of the electronics system and a big part of the communication component of this motorcycle. It can connect up to nine blue tooth devices including your mobile and then you can see the info on the display. When someone calls, you can answer or reject using the switch gear and talk through a connected blue tooth headset inside your helmet. One thing I've been waiting to see for a long time on motorcycles is a speed limiter and I'm happy to say that the Italians have fitted one to the Turismo Veloce. Set it at a predetermined speed and forget about

THE DESIGN CRITERIA FOR HANDLING WAS TO MAKE THE BIKE LIGHTEST IN CLASS, NIMBLE BUT ON THE OTHER HAND VERY STABLE.

they wanted its 3 cylinder engine to be of a modular design which could be used in different capacities for other projects. The 800 engine has been used in a couple of different models before the Turismo Veloce, but this engine is almost completely new internally. In order to meet the objective of increasing torque, the engineers ended up with new pistons, crankshaft, cams and gearbox leaving only a handful of parts interchanging with other models in MVs range. The crankcase castings and head casting are common but machined differently, but apart from that it's all new. I have to say that they achieved their objective as the torque figure is an impressive 83Nm at 8000 RPM. There is still a healthy top end though with 110 old school horse power to play with in sport mode.

Electronically speaking the bike comes with two USB adapters for charging your devices and two 12 volt plug charging sockets for extra gadgets, making the bike a mini power plant. There is also a new 450 watt alternator to keep all the lights

watching the speedo. It works well and you can just have it on in the background allowing you to ride with less stress worrying about your pace and more concentration on the road ahead. There is a cruise control fitted that is easy to use as well. When you reach the speed you need it's just a matter of hitting the big button on the switch block and the bike will maintain pace until you brake or pull the clutch. An electronic shift cut up and down the gears is well set up and negates the use of the clutch except for starting or pulling up at the lights. Traction control is fitted with 8 settings and an adjustable engine brake with two settings. There are four mode maps with rain having 80HP touring 90 and sport the full 110 on tap. The fourth map is a custom map which will let you mix and match settings including a throttle sensitivity program that works in conjunction with the bike's ride by wire technology to either smooth power or sharpen it up.

The TFT dash has five different colours and is easy to read with a fuel gauge,



two trip meters, clock Tacho, speedo, ambient temperature, average speed and icons for every changeable item on the bike. You can interface through all of the above on the dash and adjust it through the new switch blocks. MV have spent a lot of time trying to simplify how all this electronic gadgetry is adjusted and they have done a pretty good job. It still requires a little learning but it's a lot better than some others on the market.

The frame is typical MV with an ALS steel trellis set up mated to a set of alloy plates at the rear which the swing arm and the rear of the bike hang off. The design criteria for handling was to make the bike lightest in class, nimble but on the other hand very stable. I have to say that the designers did a very good job keeping the bike short for nimbleness but allowing enough trail in the front geometry to keep it rock solid at road speeds we can't achieve under Australian conditions.

Our pre-planned ride route consisted of a 220km loop through thirty kilometers of congested traffic a hundred of tight twisty switchbacks and 90kms of open fast sweepers. It was the plan of MV to give us a good sampling of as many real world conditions as possible on the day.

The first thing I noticed when I climbed on board the MV was the seat height. It sits at 850mm which is a little tall for my short legs but the balance and lightness evened that out. The bike is so new that I'm sure one of the things MV's aftermarket sales guys will be doing is looking at lower seat options for the future. An optional comfort Gel seat is already on the way but to be honest I was surprised at how comfortable the standard seat was. With my short legs in mind all was forgotten when I let the clutch out because even at idling speeds the balance of the bike is exceptional. I was able to u turn the bike at the photoshoot points with ease where some other bikes I would be thinking about making a 3 point turn.



BIKE LAUNCH

MV AGUSTA TOURISMO VELOCE



It was 27 ambient degrees in the traffic and our group of ten or so riders had to maneuver at car pace so as not to get lost in that first 30km. It was good to see the temperature stay stable and there were no overheating issues at all. In fact I am happy to report over the whole day with two groups of heavy fisted journalists, there was not one problem. In the traffic the clutch take off point took a little getting used to initially but I soon adapted to it. I also found that this motor really likes to lug, it's certainly not a rev monster. It was a little rough right down in the rev range but as soon as I stopped I went to my custom map setting and changed the throttle sensitivity to a softer setting. WA LA! It smoothed that area right out and it was out of my mind from that point on. As we headed out of the traffic and into the tight twisty switchbacks just above Nice in France, I really started to appreciate the lightness of the bike. I had the panniers fitted and for the first time on a bike fitted with panniers I can say I was unaware they were there.

The Brembo brakes front and rear are matched to Nissin master cylinders which seemed strange to me so I asked head tech Brian Gillen as to the reasoning. He said it was actually harder work doing it that way as if they got everything from Brembo it could come pre bled ready to fit, but in the end there was a better feel with the Nissin Brembo mix set-up so they decided on that. I concur that the brake feel from the front is brilliant with great modulation and good stopping power. I found the rear to be a bit too aggressive for me and felt the ABS cutting in every now and then saving my butt when I got a little heavy footed. ABS is not adjustable and set at a touring level which means it activates a little earlier than a sports bike. I would like to see MV put a sport setting for ABS next year but with the new technologies nowadays it's just a matter of them making a program and flashing it on to the ECU.

THE 800 ENGINE HAS BEEN USED IN A COUPLE OF DIFFERENT MODELS BEFORE THE TURISMO VELOCE, BUT THIS ENGINE IS ALMOST COMPLETELY NEW INTERNALLY.





RESURGENCE

GEAR

The World's Highest Standard In Motorcycle Jeans!*

-  World's highest abrasion rated motorcycle jeans, cargos and hoodies*
-  Over 200% stronger than Kevlar and 1500% stronger than carbon steel
-  Dual layer and cross knitting, exceptionally strong against motion cuts
-  Protective lining is 270 GSM, stronger than a 550 GSM Kevlar lining, so more strength with less weight
-  Disperse body heat quickly, greatly improves riding comfort
-  Wick lining for comfort and to draw away body moisture
-  No outer armour/pad pocket stitching, so they look like traditional jeans
-  Includes removable knee armour & hip pads
-  Waterproof, fully breathable coating (Ultra Light and Hoodies)
-  Wash safe, moisture will not affect performance!
-  Highest quality materials and production for greater protection and lifespan
-  Now the highest standard in motorcycle jeans and cargos. Don't you want the best?



*EN 13595-2 PASS: 23.2 SECONDS

check out these styles and many more at - www.resurgencegear.com.au

BIKE LAUNCH

MV AGUSTA TOURISMO VELOCE

Through the twisty section I left the map on touring with 90HP and traction on full which was setting 8. I was very happy with the traction as it didn't interfere and acts very smooth. I could certainly feel the extra safety especially as I exited the tight hairpin corners. Using the clutch less gear change system is a godsend. I am used to the system from my racing days and it has a valuable place on the road. It allows you to keep full grip on the bars for longer and save energy in your clutch arm as you are not constantly using it. In the first 100km stint of tight stuff I felt the rear end was a bit soft. At one point we stopped and I added some preload with the hand adjuster and that firmed the ride a little but it still felt loose in the back. At lunch I added one full turn of rebound and it transformed the rear end and made the bike feel very stable and sure footed.

The run back down the hill towards Nice was fast and flowing and the rear suspension changes I made before lunch were really

working well. The bike was super stable through very fast sweepers and you only had to think where you wanted it to be and it would be there. It's the type of bike that allows you to go in to a corner too deep, squeeze the brake, lean and re-adjust your line to stay on your side of the road. At this point I want to say the Pirelli Scorpion Trail tyres performed well and I was surprised at just how much grip they offered considering they are not a sport tyre.

More traffic on the run back to the hotel and a nice ride along the beach front took away any dispersions about the sex appeal with lots of bystanders ogling as we passed by. My bottom was surprisingly still pain free and I had just had a brilliant day riding through the French Alps. To be honest I was lucky to be testing this bike in Europe as I was able to put her through her paces but on the other hand ride sedately at times. Now if only I can talk the Australian importer Urban Motorcycles in to a long term test. Sounds fair to me... ■



2015 MV AGUSTA TOURISMO VELOCE

ENGINE

Type: Liquid-cooled, 12-valve three-cylinder inline

Capacity: 798cc

Bore x stroke: 79mm x 54.3 mm

Compression ratio: 12.2:1

Fuel system: Electronic fuel injection

PERFORMANCE

Claimed maximum power: (81kW) at 10,000rpm

Claimed maximum torque: 83Nm at 8,000rpm

TRANSMISSION

Type: Six-speed

Clutch: Wet multi disc slipper clutch

Final drive: Chain

CHASSIS AND RUNNING GEAR

Frame: Steel Trellis

Front suspension: upside-down Marzocchi fork,

telescopic

Rear suspension: Sachs multi adjustable mono shock

Front brakes: Dual 320mm discs with four-piston monoblock Brembo calipers

Rear brake: 220mm disc

Tyres: 120/70-17 front, 190/55-17 rear

DIMENSIONS AND CAPACITIES

Claimed dry weight: 191kg

Seat height: 850mm

Wheelbase: 1460mm

Fuel capacity: 22 litres

OTHER STUFF

Price: \$

Standard spec,

Colours: silver, Avio

Gray, Red Silver

Bike supplied by: MV

Agusta, Urban Imports



THE EXPERIENCE OF A LIFETIME!

ATTENTION ALL BIKERS

**WISHING TO RIDE THE SPECTACULAR ROADS OF AMERICA
AND ATTEND SOME OF THE MOST EXCITING MOTORCYCLE RALLIES.**

STURGIS 2016

we are now taking expressions of interest for Sturgis 2016.... yes 2016 following on from the 'sell out' of our 2015 ride, we have already received enquiries for 2016,so if you missed out on a place in 2015, then enquire and book now for the 2016 ride. Our ride commences in Sin City Las Vegas before taking a spectacular 6 day ride towards Sturgis. Along the way we take in some of Americas most incredible scenery, The Grand Canyon, Monument Valley, Follow the Colorado River through amazing gorges and canyons, cross the Rockies at 13,000 feet, and take in the sights from the top of the world. In Sturgis attend 5 crazy days of celebration of the biker lifestyle, ride the roads of the Black Hills....just made for bikes, visit Mt Rushmore....and afterwards ride to Salt Lake to spend a day on the Salt Flats made famous by the worlds fastest Indian at Bonneville Speed Week.....it is truly amazing.



DAYTONA BIKE WEEK 2016

already we are seeing a lot of interest for the Daytona 2016 ride and we have opened our bookings for this ride early. The Rally is held in March and we are usually sold out by November of the previous year.....so book now to attend one of Americas most iconic motor cycle rallies. On this ride you visit Nashville, Jack Daniels Distillery, Memphis home of the Blues, New Orleans, and ride along the spectacular Gulf Coast to Florida and on to Daytona. Daytona is known as the City of Speed, and we visit the most famous and largest of all Speedways The Daytona Speedway for a spectacular night..... call or email now for further information.



**BOOK NOW to be a part
of the VERY SPECIAL
75th ANNIVERSARY
EXPERIENCE**

ISLE OF MAN TT

....Every biker knows about the thrills and excitement of this incredible and historic event. In 2016 we will have very limited places for approx 20 customers to travel to this event which words cannot describe.....so call now and reserve your place to avoid missing out.



ROUTE 66

....What we can we say about this iconic ride across Americas Main Street, the Mother Road....why not join one of our many departures throughout 2015/2016



SELF RIDE OFFER.....Elite Special

Event Tours is the expert in riding American Roads, so if you and a few mates want to just get away and ride together and not as a group, then we can assist. We can book your bike pick up and drop off, arrange accommodation along the way if wanted, supply of daily run sheets and suggested routes so that you don't miss the best roads and sights, we can do all the planning for your route We handle all the insurances on the bike and also your own travel insurance....we can even book your air flightsso if you and a few mates want to or if you just want to get away on your own we can help....just call for more information



THERE'S NOTHING LIKE BEING THERE!!!

See our website or call our 1300 number

PHONE: 1300 884 891 • www.eliteset.com.au



A RACING LEGACY

Feature by Miles Rangeley

When it comes to the racetrack, Aprilia have always had the ability to think outside the square...and with that very mentality has come great success!

Aprilia may have begun existence selling bicycles way back in the mid-'40s led by company founder Cavaliere Alberto Beggio at the little factory in Noale Italy, but I think it's fair to say they've come a long way since. When Alberto's son Ivano Beggio took the reins of the company in 1968 and produced their very first 50cc motorcycle, the real future of Aprilia was born. And now, almost fifty years after they built that very first motorcycle, the Italian marque remains one of the leading manufacturers in the world market, let alone their amazing achievements in racing. And most would agree that some of the most recognisable names in racing are synonymous with the name Aprilia.

It was in 1977 that Ivan Alborghetti from Milan in Italy first put Aprilia on the racing map with victory in the 125cc and 250cc motocross championships. But it was the big stage they were hoping to gain success, and they soon did with their introduction to the Motorcycle Grand Prix World Championship in 1985 to the 250cc class. The original Aprilia 250 was built with a double-sided alloy beam frame, coupled with Marzocchi forks and a rear shock absorber mounted on a pro-lever rising plate suspension system. The engine was built by Rotax and featured twin parallel cylinders laid down

horizontally. The debut for the radical all-new Aprilia was on March 23rd at Kyalami in South Africa, where Loris Reggiani finished 12th after qualifying 17th. As the year progressed the bike became more reliable with Reggiani's best results being fourth at Mugello and third at both Rijeka and Imola.

The following year was an eye opener for the Italian manufacturer, one that resulted in a steep learning curve. The newly developed engine couldn't keep up with its Japanese competitors and the best result for Reggiani would be fourth in Brno. Although it was also the year they began development of a bike for the 125cc class, kicking off what would be a string of very successful years for Aprilia. In its first year Corrado Catalano rode the bike to victory in France and recorded the fastest time in Yugoslavia. It was clear to not only Aprilia, but to many in the race paddock, they were witnessing the start of something very special.

Aprilia continued their development of their 125 project the following year and enjoyed some excellent results with several podium finishes. Twelve months later we saw the re-launch of Aprilia Racing, with a complete restructure of the racing department, including much needed funds. The bikes were all entrusted to external teams with direct support from Aprilia and again enjoyed





SPECIAL FEATURE

Aprilia Racing

success with some podium finishes. But it was in 1991, after the 250cc motorcycle was radically changed as was the name from the AF1 to the RS250V, when Aprilia turned the corner to what would be a very memorable few years.

The new Aprilia soon proved to be an exceptional motorcycle with Reggiani taking third place at Laguna Seca and Jerez, whilst Pierfrancesco Chili finished third at the San Marino circuit of Misano. Everyone could feel victory was close, and it finally eventuated at the historical Assen Circuit, taken by the Chili on the privateer motorcycle. At the following round which was held at the Paul Ricard circuit, Reggiani also gained a victory. Max Biaggi also won the European title on board the RS250V. It was also the same year of Aprilia's first victory in the 125cc class with Alessandro Gramigni winning in Czechoslovakia, where he beat Loris Capirossi and Debbia to the flag.

With victory in the air, the next season was always going to be a successful one

for Aprilia, and it was! Not only did they win the World Trials Championship with the Aprilia Climber, it was just a few days later that they won their first World Grand Prix Championship with Alex Gramigni in the 125cc class. The RS250V at the hands of Reggiani was also performing above expectations and by the fourth round of the championship, he was ahead in the standings. The privateer team was also competitive with Chili and Biaggi the riders. At the Hockenheim round, Biaggi qualified in pole position while Reggiani set the fastest lap of the race. But it was the race result which soon sent a shockwave through the field, proving that Aprilia had now become a feared and worth adversary in a field full of Japanese machines. Aprilia took all three steps on the 250cc podium with Chili finishing first, Biaggi second and Reggiani third. Chili went on to win at Assen and Donnington while Reggiani took victory at Magny Cours. The season culminated at Kyalami which saw another all Aprilia

podium made up of Biaggi, Reggiani and Chili. Meanwhile back in Europe, Maruel took victory in the 250cc class aboard another Aprilia.

It was clear everything was starting to fall into place, and the hard work leading up over the past few years was finally bringing results. And this was illustrated even further in 1994 when Aprilia won both the 125cc World Championship and the 250cc World Championship. The official team comprised of Biaggi, Ruggia and Bayle who had all been given a newly developed RS250 which proved to be strong from the first test. Biaggi began fighting for the title right from the outset of the season against the Honda riders of Capirossi and Okada. He secured victory in Australia, Malaysia, Netherlands and the Czech Republic. In the 125cc class it was the Japanese rider Kazuto Sakata who led the field on his Aprilia with victories in Austria and Spain as well as collecting points in nearly every race. In the 1994 season Aprilia took eight pole positions and nine fastest laps. It was also the year we saw them make their debut in the 500cc premier class ridden by Loris Reggiani who secured 7 points that season.

Aprilia was now the dominant force in both the 125cc and 250cc classes, and the following year was no different. Max Biaggi continued his winning ways with grand prix victories in Malaysia, Germany, Italy, Netherlands, England, Czech Republic and Argentina. He also secured 10 pole positions, the most in a single year for the manufacturer. And it only got better from there with another 125cc World Championship and Manufacturer's title in 1997, thanks of course to their new Italian recruit, Valentino Rossi. Rossi dominated the 125cc class that year with 11 victories in 15 races. It was also a successful year in the 250cc class with new riders Tetsuya Harada and Loris Capirossi which went down to the final race of the season. Harada was actually in contention for the world title, yet despite his efforts in Australia, he was unable to take victory and finished second in the championship overall. And in the big boy's class, the Aprilia 500cc machine took their first podium finish with Doriano Romboni riding at the historic Assen circuit.

I think it's fair to say the 1998 season was one of real triumph. The official Aprilia team, consisting of Loris Capirossi, Testuya Harada and Valentino Rossi, by season's end had won 13 consecutive races, leaving only the opening race in Japan to the competitors. Loris Capirossi went on to win the 250cc

Troy Corser testing the new Aprilia at Valencia in 2000.



World Championship ahead of his two other team mates (Capirossi: 224 Rossi: 201 Harada: 200). The superiority of the Aprilia 250 was such, that every step of the podium was occupied by Aprilia riders four times that season as well as achieving 13 pole positions and 13 fastest laps. It was Valentino's time to shine the following year when he rode the RSW250. The Italian combination won nine races on their way to another Manufacturers title for Aprilia and a World Championship title for Rossi.

The turn of the century saw Aprilia again enter the World Superbike Championship where they were able to showcase their technology along with everything learned from their experience in MotoGP. Australian Troy Corser was chosen to ride the RSV1000 and managed to notch up five impressive victories in his first season along with four superpoles. They also picked up another 125cc World Championship with Roberto Locatelli, although it wasn't the same story with the 500cc project, which Aprilia scrapped that year to focus their energy and investment into the 2002 MotoGP class which would now feature 1000cc four-strokes.

By the end of the 2000 season, Aprilia would take their total Grand Prix victories

to 111, including five Superbike wins. Yet it was in the 2002 season of world motorcycle racing that Aprilia would etch their name in history. That little marque from the Veneto region of northern Italy won four of the six available World Championships on offer. They won both the Manufacturer titles in the 125cc and 250cc classes and two rider titles with Marco Melandri in the 250 class and Arnaud Vincent in the 125 class. They were comprehensive results too with the 125 machines winning eight out of the sixteen races on offer, but it was the supremacy of the 250 that was simply crushing to their opponents winning an incredible 14 of the 16 races. The two stroke machines from Aprilia's Noale Racing Section dominated on the world stage and in the process boosted the number of World Championships for Aprilia to 21. And already in its relatively brief racing history, Aprilia had accumulated 140 track victories in the 125 class and 81 in the 250 class with its riders climbing on to the podium an incredible 392 times. On top



Marco Melandri also enjoyed success with Aprilia through the years...



THE ORIGINAL APRILIA 250 WAS BUILT WITH A DOUBLE-SIDED ALLOY BEAM FRAME, COUPLED WITH MARZOCCHI FORKS AND A REAR SHOCK ABSORBER MOUNTED ON A PRO-LEVER RISING PLATE SUSPENSION SYSTEM.

of this there was also the eight Superbike victories, seven Superbike Superpoles and 16 European titles (six in 125cc racing and ten in the 250cc category).

The next year was no different with again more success in the form of three world titles, but it was in 2003 when Aprilia entered the premier class of MotoGP where they were hoping for similar success. It wasn't to be and it was soon clear the manufacturer had underestimated the difficulty of the main class. The RS Cube began the season well in the hands of Colin Edwards and Noriyuki Haga, which included the fastest lap during the French GP, but it wasn't to be a very successful year.

Feeling a little disillusioned, in 2004 Aprilia turned some of their attention back to off-road racing, and made a successful return to the Supermotard category with a huge innovative project, the SXV. Featuring

a v-twin, it was more than competitive and allowed Jerome Giraudo to push it to an historic World Championship in the S2 category. Success back in road-racing would again be felt in 2005 where Aprilia were more than competitive and achieved numerous victories. The 250 World Championship ended with Aprilia in second place for the Manufacturers title while Australian legend Casey Stoner was the best of the riders collecting five race wins aboard the RSW 250, more than any other Australian had won in a single 250 season. He was competing for the title right up until the end too where he just missed out after crashing on the exit of MG Corner at Phillip Island. He also scored his first GP victory on an Aprilia in 2003. And how can we forget the brilliant victory from fellow compatriot Anthony West in the wet at Assen in 2003. That was something special to watch.

In 2006 Aprilia again took home both the

125cc and 250cc World Championships along with both Manufacturer titles. That particular season will be remembered by the continuous domination of two particular riders, Alvaro Bautista in the 125 class and Jorge Lorenzo in the 250 class. Bautista became world champion at the Phillip Island circuit in Australia where no Aprilia 125 had ever crossed the line in first place before. This marked a special moment for Aprilia as Bautista was also the first Spanish rider to win a World Championship for Aprilia. The 250 class also only featured one real protagonist, Jorge Lorenzo of Team Fortuna Aprilia. The rider from Palma de Majorca in Spain placed his seal on the 250cc class by qualifying in pole position 11 times and winning eight of the season's races. In the second half of the 2006 championship, Lorenzo proved amazingly consistent, winning three races in a row, in the Czech Republic, Malaysia and Australia. With 11 pole positions in just one season, he broke the record established by Anton Mang back in 1981.

Aprilia then went on to succeed at a formidable task, defending the four titles they won the previous year. In the 250cc class, the winner was once again Jorge whilst the Hungarian Gabor Talmasci was crowned World Champion in the 125cc class, confirming the superb talent of the rider from Eastern Europe. Success was now seeming inevitable for Aprilia, and in 2007 they mathematically conquered the 125cc constructor's title at Misano, with an incredible five races remaining. It was also the same day that Mattia earned Aprilia's 100th victory in the 125cc class. By the conclusion of the season, Aprilia had won 14 out of 17 races, a new record in racing history surpassing Honda's 1993 record of 13 first place finishes.

The following year again saw victory in both the 125cc and 250cc Manufacturer titles, however despite all their efforts, they were unable to secure victory in the Rider's Championship. But it was this year they also began testing the new Aprilia RSV4 Factory which would later be released in 2009 and mark the return to the World Superbike Championship with Max Biaggi and Shinya Nakano on board. Another important addition to the RSV4 Aprilia Superbike Team would be Giovanni Sandi as Biaggi's crew chief, Sandi was Biaggi's crew chief when he won his World Championships with Aprilia in 1994, 1995 and 1996.

MOTOGP RIDER'S CHAMPIONSHIPS 125CC CLASS

1992	 Alessandro Gramigni	Aprilia RS 125 R
1994	 Kazuto Sakata	Aprilia RS 125 R
1997	 Valentino Rossi	Aprilia RS 125 R
1998	 Kazuto Sakata	Aprilia RS 125 R
2000	 Roberto Locatelli	Aprilia RS 125 R
2002	 Arnaud Vincent	Aprilia RS 125 R
2006	 Álvaro Bautista	Aprilia RS 125 R
2007	 Gábor Talmácsi	Aprilia RSA 125
2009	 Julián Simón	Aprilia RSA 125
2011	 Nicolás Terol	Aprilia RSA 125

Alvaro Bautista took out the 125cc championship in 2006



Marco Melandri tearing it up at Sepang...



I think a lot of Aprilia's success has been achieved by their ability to think outside of the square, and their tenacity. A good example of this was when they progressed with development of a V-2 500cc Grand Prix bike when other teams were moving to the V-4 configurations for what some believed would be better with usable power outputs. Instead, Aprilia tried to take advantage of lighter minimum weights with the introduction of their motorcycle dubbed the RS Cube, which was built with a Cosworth-inspired triple. Sure it had masses of power, yet it soon confirmed that car-racing derived engines don't always translate to two wheels. It may have been technically advanced, yet it was difficult to ride and never handled well. And although it was the bike with the least number of cylinders in the Grand Prix paddock, it did however feature

Current World Superbike Champion Sylvain Guintoli



many advanced technologies for the time including ride-by-wire throttle and pneumatic valve actuation systems, yet it never achieved the heights they were hoping for and eventually led to Aprilia pulling out of the class.

It was also interesting in that their 500 was barely over 400cc, and something they noticed at Donginton Park was that their fastest lap in the 250 class was only a tenth slower than their fastest lap in the 500 class. I think this is why their 250twins were so popular, with 100hp and a taut chassis, they were rewarding bikes to ride. It's no surprise riders like Loris Caprirossi, Valentino Rossi, Marco Melandri and Jorge Lorenzo graduated from these bikes to the top class. Biaggi was another one with a year on a Honda in between.

The great news is that Aprilia recently rejoined the MotoGP class in 2012 by

1992 125cc Rider's Champion Alessandro Gramigni



taking advantage of the newly introduced 'Claiming Rule Team' category which encouraged independent teams with lower budgets to use bikes from manufacturers not officially involved in MotoGP. They supplied RSV4 SBK-derived machines under the ART (Aprilia Racing Technology) name to Aspar Racing, Paul Bird Motorsports and Speed Master teams. In both the 2012 and 2013 seasons, the Aprilia's stood out from the rest as the best CRT bikes. And in 2015, Aprilia will return to the world championship with a factory team.

They also took out World Superbike Manufacturers Championship in 2010, 2012, 2013 and 2014 while Max Biaggi secured two Rider Championship titles in 2010 and 2012. It was also the taste of sweet victory for Sylvain Guintoli in the Riders Championship aboard the RSV4 Factory last year.

SPECIAL FEATURE

Aprilia Racing

250CC CLASS

1994	 Max Biaggi	Aprilia RSW 250
1995	 Max Biaggi	Aprilia RSW 250
1996	 Max Biaggi	Aprilia RSW 250
1998	 Loris Capirossi	Aprilia RSW 250
1999	 Valentino Rossi	Aprilia RSW 250
2002	 Marco Melandri	Aprilia RSW 250
2003	 Manuel Poggiali	Aprilia RSW 250
2006	 Jorge Lorenzo	Aprilia RSW 250
2007	 Jorge Lorenzo	Aprilia RSW 250

MOTOGP MANUFACTURERS CHAMPIONSHIPS 250CC CLASS

1995, 1998, 1999, 2002, 2003, 2006, 2007, 2008, 2009.

125CC CLASS

1996, 1997, 2002, 2003, 2004, 2006, 2007, 2008, 2009, 2011.

WORLD SUPERBIKE RIDERS CHAMPIONSHIP

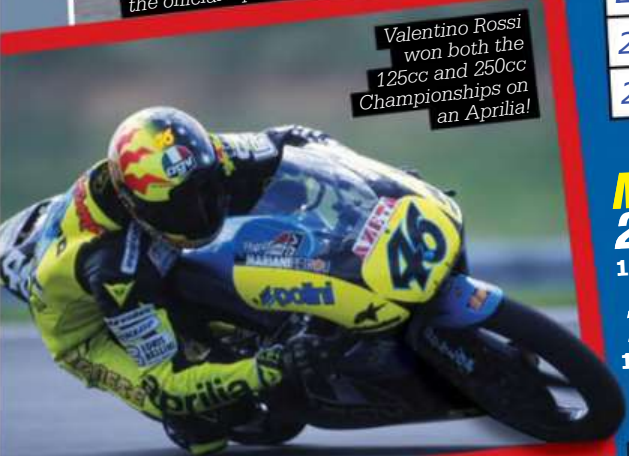
2010	 Max Biaggi	Aprilia RSV4 1000
2012	 Max Biaggi	Aprilia RSV4 Factory
2014	 Sylvain Guintoli	Aprilia RSV4 Factory

WORLD SUPERBIKE MANUFACTURERS CHAMPIONSHIP

2010, 2012, 2013, 2014



Testuya Harada when he was part of the official Aprilia Racing Team.



Valentino Rossi won both the 125cc and 250cc Championships on an Aprilia!



Jorge Lorenzo was very successful with Aprilia in the 250 class, winning in 2006 and 2007

Nicolas Terol
is Aprilia's
last 125cc
champion...



THE SUPERIORITY OF THE APRILIA 250 WAS SUCH, THAT EVERY STEP OF THE PODIUM WAS OCCUPIED BY APRILIA RIDERS FOUR TIMES THAT SEASON AS WELL ACHIEVING 13 POLE POSITIONS AND 13 FASTEST LAPS.



Casey Stoner in his early days with Aprilia



As you can see in the feature, I've mainly concentrated on Aprilia's success upon the world stage of MotoGP and World Superbikes. Of course they've also been involved over the years at the Isle of Man, although for some reason they haven't been able to transfer the same success to the mountain course, only picking up three top ten finishes in its 108 year history. They even featured recently when Norton returned to the Isle in 2012 when they built a bike featuring a Spondon chassis, Ohlins suspension, Brembo brakes, and in cooperation with the Aprilia factory, it was powered by an RSV V4 engine. Although it's definitely on the race track

where Aprilia have excelled. At last count, the Italian manufacturer have notched up an impressive 143 250cc and 151 125cc GP Victories with Jorge Lorenzo and Nico Terol being the last World GP Champions on Aprilia. They're impressive results no matter how you look at it, and if anything, all this success has proven beneficial for us mere mortals with the bikes being put into production. Aprilia's RSV4 superbike is probably the best example, with even the Factory model now available off the showroom floor. And they definitely know how to produce great looking bikes, especially the 125 and 250cc Biaggi replicas. Whether you're an Aprilia fan or not, it's been an impressive ride up until now, and seems destined to continue... ■

BIKE LAUNCH
MOTO GUZZI ELDORADO

GUZZI GOLD

The new Eldorado
is a sweet
American styled
cruiser with a
heavy Italian
accent...

Feature by Roland Brown
Photos by Milagro





BIKE LAUNCH

MOTO GUZZI ELDORADO



To many people the name Eldorado probably brings to mind a mythical South American city of gold, rather than a short-lived Moto Guzzi model from the early Seventies. But even to motorcyclists who don't recall that original 850cc V-twin, the name seems appropriate for a new bike that, with its generous helping of chrome, is designed to add some sparkle and glamour to the Italian firm's range.

The new Eldorado follows its namesake by being based on Guzzi's California, and having links with the Golden State rather than South America. The old model was developed from the original 757cc California, whose origins were as a machine developed in conjunction with the Los Angeles Police Department. The newcomer is based on the current 1400 California, and was shaped by Miguel Galluzzi's team at the Piaggio Group's Advanced Design Centre in Pasadena in Los Angeles.

With its high, pulled-back bars, white-wall tyres, footboards and plenty of chrome, the Eldorado sits somewhere between the California Touring and Custom models, lacking the screen and luggage of the Touring but with a more laid-back look and character than the Custom. Its engine is an identical 1380cc, 90-degree transverse V-twin whose big aircooled cylinders stick out underneath a shapely fuel tank which, in this bike's case, has pinstripes and shiny chromed panels on its sides.

It's a classy looking bike, sharing California details such as the intricately shaped headlight with its LED running lights, and adding others of its own including the wraparound fenders and chromed rear light. At 314kg it's heavy but its seat is low at just 740mm, so it's easy to get both feet on the ground as you fire up the engine, which sends the bike rocking to the right in trademark Guzzi fashion as you pull in the clutch and blip the throttle.

The aircooled, shaft-drive engine is unchanged from California spec, apart from minor fuel mapping mods that don't change its maximum output of 96bhp at 6500rpm. Despite the traditional layout it's a respectably modern device, with ride-by-wire throttle control, three engine maps – Veloce, Turismo and Pioggia, or Fast, Touring and Rain – plus cruise control and a three-way adjustable traction control system.

It's such a gentle, softly tuned lump that you could happily use the most aggressive Veloce all the time, but Turismo gives a slightly softer delivery that works well at slow speeds. (Pioggia cuts power so really is just for the wet.) Guzzi developed a new rubber-mounting system for the California and the Eldorado's is identical. At very low revs the big motor jumps about in the frame, but when you pull away it magically becomes smoother to give a very shake-free ride.

A very relaxed and rider-friendly one, too, because the big V-twin is very flexible, pulling crisply almost from idle, and churning out its impressive maximum torque output (120N.m) at just 2750rpm. The six-speed gearbox was slightly clonky but I rarely needed to trouble the heel-and-toe lever on the

STRAIGHT-LINE PERFORMANCE IS ALMOST IDENTICAL TO THAT OF THE CALIFORNIA, INCLUDING THE TALL TOP GEAR WHICH IS REALLY AN OVERDRIVE AND GIVES A VERY RELAXED AND LONG-LEGGED CRUISING FEEL...

road that curves along the lake near Guzzi's base at Mandello del Lario, where the Eldorado rumbled along effortlessly in fourth or fifth, feeling effortlessly smooth and grunty.

Straight-line performance is almost identical to that of the California, including the tall top gear which is really an overdrive and gives a very relaxed and long-legged cruising feel. The big difference is that this bike has no screen, so the upright riding position means there's plenty of wind in your chest. That was fine on a mild day in northern Italy but inevitably the Eldorado can't match the Cali for long-



BIKE LAUNCH
MOTO GUZZI ELDORADO

MOTO GUZZI ELDORADO

ENGINE TYPE

Air-cooled 90-degree transverse V-twin
Valve arrangement High cam, four valves
per cylinder

DISPLACEMENT

1380cc

BORE X STROKE

104 x 81.2mm

COMPRESSION RATIO

10.5:1

FUELLING

Magneti Marelli fuel-injection with ride-by-wire

MAXIMUM POWER

96bhp @ 6500rpm

MAXIMUM TORQUE

120N.m @ 2750rpm

CLUTCH

Dry single-disc

TRANSMISSION

6-speed, shaft final drive

FRONT SUSPENSION

46mm telescopic, 120mm travel

REAR SUSPENSION

Twin shocks, 120mm travel, adjustments for preload

FRONT BRAKE

Twin four-piston Brembo radial calipers, 320mm discs with ABS

REAR BRAKE

Twin-piston Brembo caliper, 282mm disc with ABS

FRONT WHEEL

3.50 x 16in; wire spoked

REAR WHEEL

5.50 x 16in; wire spoked

FRONT TYRE

130/90 x 16in Dunlop American

REAR TYRE

180/65 x 16in Dunlop American
Rake/trail 38 degrees/144mm

WHEELBASE

1695mm

SEAT HEIGHT

740mm (720mm optional)

FUEL CAPACITY

20.5 litres

KERB WEIGHT

314kg (tank empty)



distance ability, though it can be fitted with three sizes of screen as an accessory.

Guzzi's big V-twins have generally handled pretty well over the years, and that's true of the Eldorado, which also shares most of its chassis spec with the California Touring. The difference is in its wheels, where it has a pair of wire-spoked 16-inchers (instead of the Cali's cast wheels and 18-inch front, 16in rear combination), and wears Dunlop American white-wall rubber, the rear a narrower 180/65 instead of 200-section tyre.

That possibly gives slightly lighter steering, and the Eldorado cornered well enough to be fun on the hilly roads around Mandello. It's a big, heavy and long bike, with kicked-out front forks, but the wide bars gave enough leverage to make it easy to crank it even into the tighter turns. And although it ran out of ground clearance long before those white-walls ran out of grip, it cornered hard enough to be fun, and gave plenty of warning via the footboards' plastic scrapers.

Ride quality was good, helped by the well-padded seat, despite a less than generous 120mm of suspension travel at each end. There was plenty of stopping power, too, thanks to big 320mm front discs and Brembo four-pot calipers, backed up by an efficient ABS system – although, like the California, not by an old-style Guzzi linked system. That meant I had to lift my foot off the board to reach the rear brake pedal and add some help from the third disc.

All in all the Eldorado was a very pleasant bike on which to cruise along that lakeside road,

to scratch round a few hairpins, and to park up at the lunch stop and admire its classically handsome lines. I'd be slightly concerned about the longevity of those chromed tank panels (which might get rubbed by your knees), and even the pinstripes, which are coated stickers rather than paint, but finish quality generally seemed good.

For long distances most riders would probably prefer the California Touring, which is better equipped although inevitably more expensive. But the newcomer can gain practicality with accessories including leather panniers, heated grips and GPS kit, as well as the screen and wind deflectors. There's also a version of Piaggio's Media Platform, which gives smartphone connectivity and a range of functions from route recording to finding the nearest filling station.

The Eldorado's substantial price puts it in direct competition with some serious opposition including Harley's Softail, which has an inbuilt American glamour of its own. But the big Guzzi has its own unique appeal for those who prefer their shiny, laid-back, American styled V-twin with an Italian accent. ■



 **IPONE**
100% MOTORCYCLE OIL

FULL POWER KATANA

ADVANCE ESTERS FOR FAST SMOOTH SHIFTING

Full Power Katana is a 100% synthetic, ester-based lubricant for 4-stroke motorcycles, designed to deliver good sports riding performance on the road. The "speed & easy shift" innovation will transform your riding experience. Gear changes are fast and smooth; you will discover pure riding pleasure and faster acceleration.



- ★ The Speed & Easy Shift innovation will transform your riding experience: Formulated to cope with high r.p.m. engines
- ★ Gear changes are fast and smooth
- ★ Riding pleasure

WWW.IPONE.COM

FICEDA
motorcycle accessories

ficeda.com.au

BIKE TEST

Ducati Multistrada 1200

UPPING THE ANTE

With a rise in capable challengers, Ducati felt the time was right to upgrade the already popular Multistrada...

*Feature by Miles Rangeley
Photos by Eric Tang and Ducati*



In such a competitive market, once again with the new Multistrada, Ducati have found a way to raise the bar. It was back in 2010 when they transformed the world of high-performance adventure-touring motorcycles with the release of the Multistrada. With various riding modes, a powerplant producing 150bhp all accompanied with touring capabilities presented in a sharp styling package, they set a standard for others to follow.

Sure the adventure bike market has always been existent, but never more so than today with so many different motorcycles available. Seeing potential, rival manufacturers joined the 'sports adventure' class, especially recently with motorcycles like the KTM 1290 Super Adventure or BMWs S1000XR, instantly making the Multistrada 1200 look a little tired and outdated. It did receive the major update of Skyhook semi-active suspension a couple of years back, but with a much more comprehensive upgrade, the 2015 Multistrada is sure to re-ignite some of the interest it first attracted five years ago with its initial release.

Looking at the 160bhp its aforementioned rivals produce, Ducati's 1198cc eight-valve unit gets an increase in 10bhp to match. But the most important modification is the new top-end, featuring Desmodromic Variable Timing (DVT), which means the cam times changes continually allowing for optimum performance through the entire rev-range. It's also much smoother in its power delivery too.

And the upgrades don't only include the motor, there's been some extensive upgrades to the electronic system as well. As before there are two models, the standard which we tested here, and the 1200S. Both models again feature the four riding modes, Sport, Touring, Enduro and Urban, although the 'S' model now features Bosch's lean-angle sensor, similar to that fitted to the 1299 Panigale. This allows for an uprated Skyhook semi-active suspension system, new cornering ABS and cornering headlight functions. I think I'll have to sort out a test ride on

the 'S' model just to see what that the new headlight system is like, with it apparently being activated with one of the LED beams coming on when triggered by the combination of speed and lean angle. Sounds interesting doesn't it? And from what I've heard is quite effective.

The screen has also been modified to be easily changed on the move with the use of one hand by pinching and sliding the locking mechanism. The seat is accommodating with a height that can be adjusted to suit from 825-854mm, which means shorter riders can now enjoy the Multi. The LCD information panel provides all the useful information but can get a little hard to read when the sun directly hits it, although the panel on the 'S' model is much more colourful and easier to read at a glance.

As soon as you fire it up you can feel that traditional v-twin rumble, and the seat is large and comfortably padded, another important feature for long-



The 1198cc eight-valve motor...

BIKE TEST

Ducati Multistrada 1200



distance motorcycles like the Multistrada. The upright riding position is more than comfortable and would suit riders of all different statures and although being a little heavier than the previous model due to the addition of the DVT, it's still light in weight at only 232kg wet, 5kg more than before.

As mentioned before, the Multistrada still features four riding modes, although now they're much easier accessed via a dedicated button on the left switch block. Personally I had it in Sport mode most of the time which some might find a little too sharp for around town, but a quick flick through the modes while on the move can have you dropping it into Touring as soon as the weather turns foul like it did for me when I was heading down the coast towards Wollongong. Obviously it makes quite a noticeable change to the power output, and each mode has more intervention of traction control etc, but once you find the mode that suits certain riding conditions, you'll notice that you'll often make use of all four modes. Having said that, I'll admit I didn't spend much of the test ride in Enduro or Urban which cuts the power output significantly to only 100bhp.

Only a few minutes into the test ride I could feel the input of the DVT system which has more than succeeded in smoothing out the performance of the v-twin. Even at low rpm there is none of the hunting or lashing like before and the power delivery is crisp and precise





THE 2015 MULTISTRADA IS SURE TO RE-IGNITE SOME OF THE INTEREST IT FIRST ATTRACTED FIVE YEARS AGO WITH ITS INITIAL RELEASE.

every time you twist open the throttle. And although power has never been an issue with the Multistrada, you will notice that extra 10bhp, which gives it even more stomp. The acceleration from take-off is with exhilarating force and will have you ripping up through the power range in the blink of an eye, and now with the added benefit of wheelie control, keeping it planted under quick acceleration isn't a problem. Having said that, if you don't mind a little front wheel lift, all the functions are adjustable and also alter with each riding mode. They can even be disengaged entirely if desired. Another great addition to the 2015 model is cruise control, which is now standard fitment on both models, as are the hand guards. The particular test bike we had was also fitted with heated handgrips, but these were an accessory.

With all this extra performance, obviously they spent some time upgrading the brake system to suit, achieved by the combination of 320mm discs and Brembo's four-piston monobloc calipers enhanced with Bosch's cornering ABS system. The 'S' model takes it one step further with larger 330mm discs being bitten by M50 Monobloc calipers, the same as the set-up on the 1299 Panigale, which we feature next issue.

Although it's not just the changes to the suspension, brakes, electronics or engine that has made the Multistrada better to ride, it's the little touches like an increase in steering lock of four degrees on each side, the thinner fuel tank, which still has a 20-litre capacity but has been re-designed to make it

easier to stand on the pegs while venturing off road. And talking about off-road, for in increased performance the Multistrada now sports a 265mm diameter rear brake disc and slightly higher ground clearance at 180mm.

But if you do intend to take your Multi off-road more than usual, like many of their model range, Ducati have four different packs available, with the Enduro Pack including a bash-plate, auxiliary lights and some Touratech parts such as engine bars, radiator guard, off-road footrests and a larger sidestand base. It's the perfect addition if you want to head bush, even if it isn't the Multistrada's main design objective. Then there's the Sports Pack, which comprises a carbon fibre front guard, Termignoni exhaust and billet aluminium brake and clutch reservoir caps. The Touring Pack features large panniers, heated grips and a centre-stand while finally the Urban Pack includes a top-box with room for two full-face helmets, a semi-rigid tank bag plus a USB hub powered by one of the Multi's two 12V power sockets. That's right, two 12V sockets, which will more than come in handy on those long trips when you can't find a power source. The Multistrada is also wired for the Ducati Multimedia system which provides smartphone connectivity via Bluetooth. Of course like always, you can mix and match the four different packs available to what suits you most. Yet another example of the Multistrada's versatility.



BIKE TEST

Ducati Multistrada 1200

As mentioned before, the timing of these upgrades couldn't have been better, especially with such a rise in the number of challengers in the sports touring market. It's clear Ducati had a direction in mind with the release of the new Multistrada, reflected by a statement made by project leader Federico Sabbioni, "We wanted to improve the Multistrada's touring use because this is the bike from our product line that we offer to that kind of rider, so we have to pay attention to this. But at the same time it must remain a Ducati, so it has to be the highest performing bike in its segment. That's why we

decided to keep the 17-inch front wheel, to maintain the superb handling and high-speed stability. Also why we increased top power from 150 to 160bhp. That's not the most important part of the project but we tried to push the boundaries in every direction."

I think it's fair to say Ducati have once again hit the mark with the new 2015 Multistrada 1200, yet another impressive motorcycle in their latest range. I better make a phone call and organise the 1200 'S' for a test ride...a long term would be even better! ■



ONLY A FEW MINUTES INTO THE TEST RIDE I COULD FEEL THE INPUT OF THE DVT SYSTEM WHICH HAS MORE THAN SUCCEEDED IN SMOOTHING OUT THE PERFORMANCE OF THE V-TWIN...



DUCATI MULTISTRADA 1200 [1200S] (2015)

ENGINE TYPE

LIQUID-COOLED 90-DEGREE V-TWIN

VALVE ARRANGEMENT

DOHC, EIGHT VALVES

DISPLACEMENT

1198CC

BORE X STROKE

106 X 67.9MM

COMPRESSION RATIO

12.5:1

CARBURATION

BOSCH FUEL-INJECTION, OVAL THROTTLE BODIES

MAXIMUM POWER

160BHP @ 9500RPM

MAXIMUM TORQUE

136N.M @ 7500RPM

CLUTCH

WET MULTIPLATE

TRANSMISSION

6-SPEED

FRONT SUSPENSION

48MM INVERTED TELESCOPIC SACHS, 170MM TRAVEL, PRELOAD, COMPRESSION AND REBOUND DAMPING ADJUSTMENT [ELECTRONIC ADJUSTMENT VIA DUCATI SKYHOOK SUSPENSION]

REAR SUSPENSION

ONE SACHS DAMPER, 170MM WHEEL TRAVEL, PRELOAD, COMPRESSION AND REBOUND DAMPING ADJUSTMENT [ELECTRONIC ADJUSTMENT VIA DUCATI SKYHOOK SUSPENSION]

FRONT BRAKE

2, FOUR-PISTON BREMBO RADIAL MONOBLOC CALIPERS, 320MM DISCS WITH CORNERING ABS [M50 CALIPERS, 330MM DISCS]

REAR BRAKES

TWIN-PISTON BREMBO CALIPER, 265MM DISC WITH ABS

FRONT WHEEL

3.50 X 17IN; CAST ALUMINIUM

REAR WHEEL

6.00 X 17IN; CAST ALUMINIUM

FRONT TYRE

120/70 X 17IN PIRELLI SCORPION TRAIL II

REAR TYRE

190/55 X 17IN PIRELLI SCORPION TRAIL II

RAKE/TRAIL

24 DEGREES/109MM

WHEELBASE

1529MM

SEAT HEIGHT

825-845MM

FUEL CAPACITY

20 LITRES

KERB WEIGHT

209KG [212KG] DRY; 232KG [235KG] WET WITH 90 PER CENT FULL FUEL TANK

MOTORCYCLE RENTAL

SUNSHINE COAST • BRISBANE • GOLD COAST

... with bikes from



- BMW R1200GS
- KTM 1190 Adventure
- Triumph Tiger 800
- Suzuki V-Strom
- Harley-Davidson
- Suzuki DRZ400E

BOOK NOW!

Longer term rentals available from all major cities, phone for details.

Draggin Jeans • Zeus Helmets • Biker Club Jackets & Vests • Rivet Gloves • Ixon • Thomas Cook Boots & Jeans • Givi Luggage & Screens • RK Chains • Barkbusters

07 5474 1050

Visit our store

aussiebiker.com.au



est.
1997

Visit our
air-conditioned
showroom at
4/15 Venture Drive
Noosaville, Qld

MRA Screens • Ogio Backpacks • Motul • Oxford Security • K&N • Scala Rider • WileyX • NGK • Rivco • GI Tyre Repair Kits • Hema Atlas • Kaoko & Vista Cruise

Kaoko Cruise Control



from
\$149

Genuine Innovations



**Puncture
Repair
Kits**
from
\$79.90

Deltran Lithium Batteries



from
\$139



- TOP CASES • SOFT LUGGAGE • PANNIERS
- TANK BAGS • CRASH BARS • BASH PLATES
- SIDE-STAND PADS • WINDSCREENS • DRIVING LIGHTS

B33N
33 litre Top Case
\$259



TRK33N
Trekker 33 litre Hardbag
\$899/pair



3D604
TankLock Bag
\$159



OBK37A
Trekker Outback 37 litre
\$999/pair



Huge deals on Conti's!

- Motions (as shown)
\$289/pair
Sport Attack 2's
\$419/pair
TKC80's
\$419/pair
Trail Attack's
\$419/pair



from
\$289
per pair

ORDER ONLINE!

JUST RELEASED

**Nolan
N104
Evo**
\$449



Available now!

Nolan N44
\$369
inc shipping
Classic silver
shown here



Shop online at

www.aussiebiker.com.au



Or call us now on **07 5474 1050**

...or visit our air-conditioned showroom at Unit 4, 15 Venture Drive, Noosaville, Queensland.

WORKSHOP

RJAYS Motorcycle Gear

For the safety conscious rider, there are various bright colours available



AUSSIE

Feature by Miles Rangeley

RJAYS are a proud Australian owned family run business, and there's a good chance you're wearing some of their gear right now...

QUALITY!

RJAYS
MOTORCYCLE
HELMETS, APPAREL
& ACCESSORIES
CATALOGUE
2014



One of RJAYS' original ads...

Here's the
Rebel'
jacket in the
early days...
and it's
still on sale
today!



PRICES CRASH

**SUPER
TOURING
JACKET**

Featuring • Top quality leather
• Double main zip • Stretch
panels in back • Adjustable fit
waist • Men's sizes 38-50
• Ladies sizes 10-16
Were \$399.95

NOW
ONLY **\$299.95**



WITHOUT A DOUBT THE BEST VALUE AVAILABLE!!

LEATHERS FOR THE MOTORCYCLIST OF THE 90's



REBEL JACKET

Featuring • Top quality leather • Traditional style
• Men's sizes 38-50 • Ladies sizes 10-16

INTRODUCTORY
PRICE ONLY **\$269.95**

The full range of R-JAYS products are available from:
Motorcycle Accessories Supermarket Parramatta (02) 633 1296 Sydney (02) 261 5182 Liverpool (02) 601 6276 Procycles Hornsby (02) 477 5422 Frasers
Central Coast (043) 24 3355 Bathurst Power (063) 31 8000 McDonald M/C Bathurst (063) 31 6421 Peter Stevens Melbourne (03) 602 5833
Broadmeadow (049) 52 2666 The Stable Canberra (062) 41 8106 Readfords M/C Centre Dubbo (066) 82 2290 Centrestand Wollongong (042) 28 9683
Central Coast (043) 24 3355 Bathurst Power (063) 31 8000 McDonald M/C Bathurst (063) 31 6421 Peter Stevens Melbourne (03) 602 5833
Broadmeadow (049) 52 2666 The Stable Canberra (062) 41 8106 Readfords M/C Centre Dubbo (066) 82 2290 Centrestand Wollongong (042) 28 9683

Whenever you mention motorcycle gear, RJAYS is definitely one of the brands that come first to mind. Even better that it's an Australian owned, family run business, which isn't an easy feat in such a competitive worldwide market. With such a different climate here in Australia, one where we ride all year around, they saw the need for quality motorcycle apparel that would encompass our country's unique weather patterns, and that was an astonishing 27 years ago.

At this time very few alternatives in jacket/clothing designs were available in Australia, mainly due to the distance from the major markets like Europe and the Americas. So in February 1988 the very first RJAYS designs through Cassons Pty Ltd were released; the Super Touring jacket and the traditional 'Brando' jacket, which believe it or is still being produced today as the 'Rebel' jacket, even sold to trend markets being available in places such as Wheels, Doll Baby and other fashionable outlets. I think this very fact is testament to the quality of their clothing, especially considering it also appeals to non-motorcyclists.

And like most businesses, it has taken a lot of hard work and dedication to bring the RJAYS brand to where it is today, especially distributing their jackets early in the piece, which proved to be quite difficult. What started



The variety of textile jackets now available is comprehensive...

as a tiny business with no staff or sales reps, it was just a matter of making phone calls and lining up meetings with prospective clients. It soon snowballed and slowly but surely the new Australian business was born. To be honest, it revolutionised value for money in making products available at almost half the price and double the quality. What I'm referring to is by being able to set up a comprehensive import strategy, it allowed Cassons to produce RJAYS products in high volume numbers, therefore passing on the savings to their customers.

As the years rolled on, so did the range of products they created, from leather to textile jackets along with gloves. Many new styles were also released, including women's jackets.

LEATHERS FOR THE MOTORCYCLIST OF THE 90'S
THE BEST VALUE AVAILABLE

MOTO-STRADA BOOTS
NOW AVAILABLE IN LADIES SIZES

Featuring:

- Top quality A grade leather
- Stretch panel around calf muscle for added comfort and a better fit
- Quality leather lining
- Velcro flap over zip

Available in men's & Ladies sizes
Size 6-12

ONLY \$99.95

SUPER TOURING JACKET

Featuring:

- Top quality leather
- Double chest zip
- Stretch panels to back
- Adjustable fit waist
- Mens sizes 38-50
- Ladies sizes 10-18

WHS \$499.95

NOW ONLY \$299.95

RJays Motorcycle Clothing and Accessories are available from all good motorcycle outlets. To find your closest R-Jays stockist contact Cassons Pty. Ltd.



Hurricane gloves...a favourite for many motorcyclists

SAMURAI JACKET
New version for 1994
"The Ultimate Sports Jacket"

- Super heavy duty genuine leather
- Removable quilted lining with vented summer lightweight lining
- Adjustable ventilation on front and side panels
- Removable high density foam padding around elbows, forearms and shoulders
- Built in high density foam back protector
- Padded roll-neck collar
- Allows attachment to pants with "zip in waist" feature

Colours available:
Black/Purple/Black, Black/Dark Grey/Light Grey, Black/Red/White, Black/Blue/White, White/Green/Blue (not pictured) and plain black.
Sizes: Mens 38 - 46
Rec Retail \$399.95

LEATHERS FOR THE MOTORCYCLIST OF THE 90's.

Distributed by:
CASSONS PTY LTD
111 Church St, Parramatta, NSW 2150
Ph: (02) 833 8833 Fax: (02) 881 5588

A couple of early RJAYS ads with some of their original apparel and helmets.

XL RB

- Fibreglass construction / Snell & AS standard approved
- Incredibly lightweight
- Removable / washable interior lining
- Adjustable Peak
- Complete ventilation system including intake & exhaust vents to keep you cool
- Roost guard

Also available in youth sizes

RACE BRED IN AUSTRALIA

WORKSHOP

RJAYS Motorcycle Gear

RJAYS were also among the very first to introduce the Mesh style jackets to Australia as their whole point of commencing the clothing line for Cassons was to make gear that would be suited to the Australian environment. They even went to the extent of including waterproof linings and protection at the major impact points such as shoulders and elbows. All of these items are CE approved which is the current international standard for all motorcycle protective equipment bar helmets. RJAYS are also the only manufacturer to provide a CE approved back protector as well.

Obviously in the early years especially, there was the occasional item that maybe didn't quite last long enough or there were small issues that needed to be addressed. This has all been a learning curve for the company and today it's clear they've drawn on that knowledge to keep producing the top quality gear they're renowned for.

RJAYS helmets helped to dramatically decrease the cost of approved motorcycle helmets in Australia.

AJAYS | 2009 COLLECTION EVO2



ALL OF THESE ITEMS ARE CE APPROVED WHICH IS THE CURRENT INTERNATIONAL STANDARD FOR ALL MOTORCYCLE PROTECTIVE EQUIPMENT BAR HELMETS



49.95

• FOREGLASS CONSTRUCTION
• REMOVABLE / WASHABLE INTERIOR LINING
• TOOL-LESS VISOR REMOVAL
• SIZE RANGE XXS-XXL

THE NEXT STEP IN THE EVOLUTION IS HERE



BRED IN AUSTRALIA • RACE BRED IN AUSTRALIA • RACE BRED IN AUSTRALIA • RACE BRED IN AUSTRALIA • RACE BRED IN AUSTRALIA • RACE BRED IN AUSTRALIA • RACE BRED IN AUSTRALIA • RACE BRED IN AUSTRALIA



RJAYS originally started as RJAYS Leathers before progressing into textile garments, gloves, footwear accessories and finally into helmets. When RJAYS entered the helmet market a little over 10 years ago they quickly became the benchmark for affordable helmets. A lot of this had to do with the fact that their helmets were simply better quality compared to what was available overseas. Believe it or not, but many of the helmets back in the day were prone to losing their lining, and in some cases the Styrofoam insert would fall out. And these helmets were almost double the price of the new RJAYS range. Not only now did RJAYS stock a range of styles, their helmets were great value for money and also conformed to Australian Standards! It was definitely a win for RJAYS as well as the motorcycle fraternity.

When it comes to designing new gear, this can often be one of their biggest challenges. It's not a matter of coming up with an idea, making a couple of sketches and sending it off to the factory for design...there's a lot more involved than that.

Obviously in the early years especially, there was the occasional item that maybe didn't quite last long enough or had small issues that needed to be addressed. This has all been a learning curve for the company and today it's clear they've drawn on that knowledge to keep producing the top quality gear they're renowned for.

These days they actually recruit the skills of a leading European designer, who has also worked with Shark, Ixon and five other major brands in the past. He is supplied with

a design brief of what they are basically looking for, and then he's let loose. And apparently he has expressed his enjoyment working alongside RJAYS as he believes they are innovative and don't adhere to the simple process of copying what's already on the shelves, something that regularly happens in the European and US markets.

And most wouldn't realise just how long and comprehensive the design stage actually is. The designs can often take over twelve months before the product is sampled, which stretches the timeline out from start to finish and on-sale to about 18 months in some cases. This just illustrates the time and effort they put in to each piece of clothing released, which can only be a good thing. Makes it easier to understand why they're range of gear is always such good quality.

Personally I've been using RJAYS gear for almost twenty years now, including a couple of wet weather suits, helmets, gloves and even boots. In all that time each and every product lasted a long period of time and were always comfortable and practical to wear. Most of the people I know have also owned something from RJAYS over the years, which leads me to believe that most motorcyclists would probably attest to wearing RJAYS gear at some stage in their years spent riding.

Something else RJAYS are renowned for is listening to their customers and using this feedback for future development. And as aforementioned, the staff at Cassons are mostly riders themselves, which gives them the opportunity to have their products tested by their staff to ensure that they're functional and ready for the shelves. Basically if they wouldn't wear it themselves, they won't put it on the market!" They even now sell a wide variety of bicycle helmets with demand growing every month.

With all this in mind, you just have to look at the last few years and how many businesses the Australian government have sold to overseas investors. That's why it's even more important that we support Australian companies and buy products like RJAYS. With so much available at the push of a button on the internet, it's easy to think you're getting a better product at a cheaper price from somewhere in China or India, yet the stark reality is it will often be inferior quality and cheaply produced. It's quite easy; if we keep supporting Australian owned companies, they'll keep producing their products, it's a simple matter of supply and demand. ■

WORKSHOP

RJAYS Motorcycle Gear

**AS THE YEARS ROLLED ON,
SO DID THEIR NUMBER
OF STAFF, NOW AT AN
AMAZING 180, WITH MOST
OF THEM BEING RIDERS TOO.**

*Their range of wet
weather gear is one
of the best!*



*Textile pants
offer both
protection from
the elements
and in the
event of a
mishap...*



A CUSTOMER'S LETTER FROM BACK IN THE EARLY DAYS...

Howdy RJAYS – Thank you for making such good gear. I have attached pics of the gear that saved my skin when I unfortunately wrote my bike off recently. Thru the good gear I have no injuries even though I side-swiped a car at around 90km and landed on the road after a bit of a fly... slid and then went into the tumbles. It was only the quality of the gear that stopped it from being worse, so I'll be wearing RJAYS gear from now on.

Regards – Tristan Blyth

*Your gear only has to save you once
to be worth the investment...*





Ph: 07 3869 3016 Fax: 07 3869 0704

Order online or call direct

Website: www.helperformance.com.au

Email: helperformance@bigpond.com

WE HAVE A LINE TO SUIT ANY CORNER



- For all Motorcycles and Car Applications
- **Dont put up with a spongy brake lever! Firm it up and reduce your stopping distance!**
- ALL OUR KITS and CUSTOM LINES are manufactured with a high grade Stainless Steel Braided Hose, Stainless Steel Banjo's and Stainless Steel Bolts with Copper Washers.
- **Add this simple upgrade to your braking system and feel the difference in your stopping power.**
- For all Road Riders, Track Riders, Cruiser Riders, & Dirt Riders.
- **All our lines are manufactured in Australia and comply with the Australian Standard ADR 42/04 SAA, SAE, BS, JIS, DIN, ISO, ECE, and FMVSS 106 Approvals and are labeled accordingly.**
- Covered With A Life Time Warranty
- From \$69.95 per line Delivered



HEL PERFORMANCE AUSTRALIA

120A HOSKINS STREET, SANDGATE, QLD 4017, AUSTRALIA
PO BOX 1078 NATHAN ST, BRIGHTON QLD 4017, AUSTRALIA

WHAT'S STOPPING YOU!

Jump Pump

**WITH THE SJS 12V SMART START CHARGER
AND OPTIONAL 80 PSI AIR COMPRESSOR**

**Never be stranded again with
SJS portable power in your pocket**

Jump start vehicles, charge phones, tablets, cameras etc.
Latest Li-Po tech, 3 sizes 400, 500 & 600amp, from \$109.00 RRP
Accessory pump, anderson & cig plug adaptors available separately.

SJS



SJS Smart Start Chargers and Accessories are now available from your favourite motorcycle accessories dealer. Contact Kenma Australia for more information about **SJS PRODUCTS**

Ph 02 9484 0777 Email: sales@kenma.com.au visit www.kenma.com.au

kenma
AUSTRALIA PTY LTD

Feature by Miles Rangeley Photos by Eric Tang

CLASSIC

HERITAGE

Keeping in theme with the collection of modern retro bikes we've tested lately, we thought it a good idea to contact Kawasaki and organise a ride on their latest W800. As mentioned in my previous editorial last issue, many of the leading manufacturers have witnessed the rise in demand for modern retro styled motorcycles and with a rise in demand they've gone back to basics in the design room, and Kawasaki are no different.

It was back in 1960 when the Akashi-based Kawasaki Aircraft Company acquired the Meguro motorcycle company, which had just obtained a

licence to produce a copy of the 500cc BSA A7. At one stage, Meguro was Japan's largest motorcycle manufacturer during the 1950s, although as their models became less competitive, the company started running short of money. Kawasaki's investment couldn't have come at a better time, enabling them to launch its A7 copy as the Meguro K. It was in 1963 when the Kawasaki Motorcycle Company co-purchased the entire company continuing production of the Meguro K until 1965, when they produced the very first Kawasaki W1. It was a revolutionary motorcycle for its time, especially considering it boasted the

largest engine displacement of any model manufactured in Japan.

The W1 had a one-piece pressed crankshaft assembly with ball bearings and one-piece connecting rods with needle bearings. It was a significant improvement over the earlier BSA (and Meguro) engines which used plain insert type bearings and two-piece connecting rods. What was interesting is even though the BSA and Kawasaki 650cc engines were mechanically different, they looked very similar in appearance.

From the outset you could see the W1 Kawasaki was clearly influenced by classic British road bikes, including





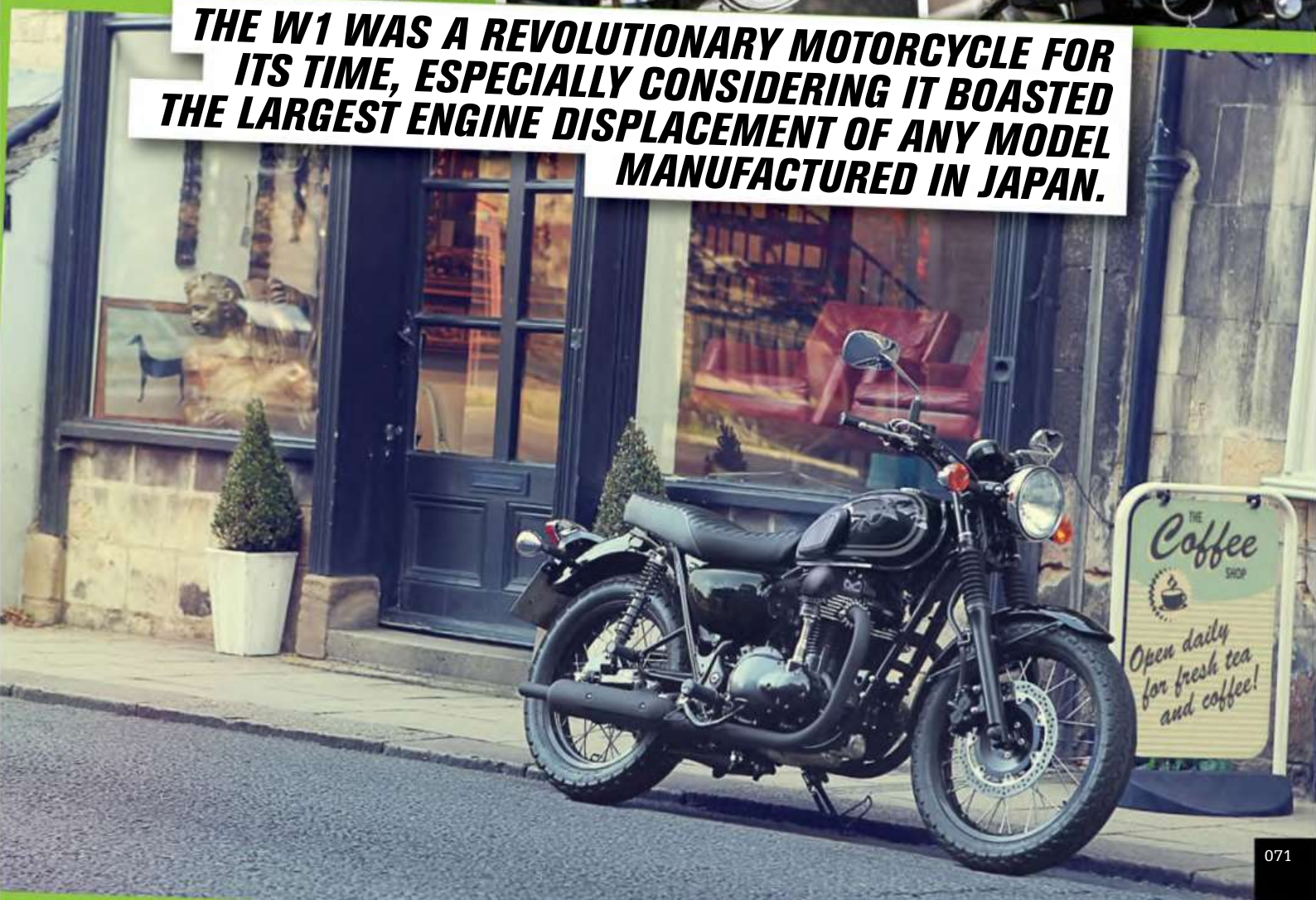
shifting with the right foot and braking with the left. From 1966 to 1968 W1 engines were built with a single 31mm Mikuni carburettor, which was only feasible in a straight-twin with a 360° crankshaft angle. Then beginning in 1968, the W1SS with two 28mm Mikuni carburettors took the place of the original W1. It was also this year the W2 (aka Commander) emerged. The W2SS was a restyled W1SS with slightly more horsepower, and the W2TT was a high-pipe version with twin mufflers on the left side. Although due to low sales in North America, the W2TT was discontinued in 1969 with the W2SS halting production in 1970 before the final decision was made to axe the W1SS in 1971. A lot of the poor result in sales was ultimately put

down to their low levels of performance accompanied with high levels of vibration. At the same time, the production of the W series was also ending in Japan. It wasn't long after this Kawasaki came up with a formula for successful four-stroke street bikes in its Z series.

Now jump forward nearly fifty years later, and the latest release from Kawasaki in the guise of the W800 is testament to a model which has stood the test of time. Replacing the popular W650 which was in production from 1999 to 2007, the W800 was first released in 2011. Once again another prime example of letting a motorcycle evolve into a modern machine from the carburetted W650 to the fuel injected W800, yet still being able to keep that traditional classic look.



THE W1 WAS A REVOLUTIONARY MOTORCYCLE FOR ITS TIME, ESPECIALLY CONSIDERING IT BOASTED THE LARGEST ENGINE DISPLACEMENT OF ANY MODEL MANUFACTURED IN JAPAN.



BIKE TEST

Kawasaki W800

Much of this is achieved with the retro styling including the visual impact of that air-cooled Vertical Twin motor with bevel-driven cams, ribbed seat, wire wheels, rear drum brake and the large-diameter wheels all completed with the W-logo on both sides of the tank, paying homage to the original W1 model. And it's the small details like using blacked-out aluminium for the brake master cylinder and switch housings, and chroming the throttle cable guides which help give the W800 its superior quality and finish.

As soon as you sit on the W800 you can feel how comfortable the riding position is, with the bars, seat and footpegs all situated perfectly to leave the rider in a natural position. And once you kick it over you can feel the unique pulse from the 360° crankshaft. The long-stroke engine has been tuned for low-mid range performance and has plenty of torque where you need it most. Although with it developing

maximum torque as low as 2,000rpm, there isn't any real need to rev it too hard, but you will be pleasantly surprised between 3000 and 5000rpm, where most of that grunt is usable, and the power from the little sleeper is deceiving. Being fuel injected you can be assured of smooth, efficient

operation, although it's a little quiet and doesn't seem to have the vibe of what a classic looking motorcycle like this should possess. This would be easily rectified though by fitting the stainless steel tapered double exhaust system which sounds a treat and looks just as stylish available in chromed or matt black.

I think it's fair to say the designers have hit the ball out of the park when it comes to the styling of the latest 2015 W800 aptly labelled the Black Edition. Meticulously sculptured front and rear guards formed from steel along with the high-quality paint and chrome along with the black engine parts, black anodised style wheel rims and the drum-style rear brake which helps keep the rear end looking uncluttered all help contribute to the classic look. The theme continues from the traditional instrumentation with separate speedometer and tachometer,



KAWASAKI W800



which are complimented by a simple LCD screen offering basic information through to the voluptuous sculpted fuel tank adorned with the original W1 emblems. Kawasaki have also developed the world's first external in-line fuel pump which is compact and enables the classic lines of the W800s 14 litre fuel tank to remain uncompromised, which saw us get about 250-270km from one tank of fuel while we had it on test.

Another big decision in the design process was the large-diameter wheels with a 19" front and 18" rear which goes a long way in contributing to the great handling of the W800. Once you're up and rolling, the feel from the 19" at the front accompanied with the 18" rear offers a balance of light turning and straight-line stability. It did get a little hairy in the pouring rain, with the front skipping out a little on the slippery snake lines of tar they use for filling. But let's face it, the W800 isn't the type of bike designed for pushing it hard through the corners at breakneck speeds, it's more aimed at a comfortable cruise across town or even interstate, albeit probably not with a pillion. The spring rates in the twin shock rear suspension are a little soft, but the dampening does the task reasonably enough of stopping it from moving around too much once the going gets a little rough.

More traditional design can be found in the steel blacked out chain

guard similar to that of the W1 as is the elegant muffler design comprising of smooth curves all culminating in the peashooter-style silencers adding to the vintage touch. The front forks have been styled to fit the theme with rubber gaitors to protect the fork tubes with the outer tubes getting the buffed treatment. The large headlamp also fits into the period with the headlamp body being finished in matching black paint to the tank and side covers. The shift lever and rear brake pedal have also been finished in black chrome with the result being a top quality finish that can only be obtained by using the solid feel of metal parts opposed to plastic.

Again it's another prime example of a reputable motorcycle company like Kawasaki paying respect to their grassroots. And the W800s smooth engine, low seat height and all round versatility will doubtless have appeal to not only a younger generation of riders, but also to the old faithful enthusiasts who may even like one parked next to their original W1... ■

A early model
Kawasaki W800...



ENGINE TYPE:

AIR-COOLED, 4-STROKE VERTICAL TWIN

DISPLACEMENT:

773 CM³

BORE X STROKE:

77.0 X 83.0 MM

COMPRESSION RATIO:

8.4:1

VALVE/INDUCTION SYSTEM:

SOHC, 8 VALVES

FUEL SYSTEM:

FUEL INJECTION:

34 MM X 2 WITH SUB-THROTTLES

IGNITION:

DIGITAL

LUBRICATION:

FORCED LUBRICATION, WET SUMP

FRAME:

DOUBLE-CRADLE, HIGH-TENSILE STEEL

RAKE/TRAIL:

27° / 108 MM

WHEEL TRAVEL, FRONT 130 MM

WHEEL TRAVEL, REAR 106 MM

TYRE:

FRONT 100/90-19M/C 57H

TYRE:

REAR 130/80-18M/C 66H

STEERING ANGLE, LEFT / RIGHT 37° / 37°

MAXIMUM POWER 35 KW (48 PS) / 6,500 RPM

MAXIMUM TORQUE 60 NM (6.1 KGFM) / 2,500 RPM

TRANSMISSION:

5-SPEED, RETURN

FINAL DRIVE:

SEALED CHAIN

PRIMARY REDUCTION RATIO 2.095 (88/42)

CLUTCH:

WET MULTI-DISC, MANUAL

BRAKES:

FRONT SINGLE 300 MM DISC. CALIPER: TWIN-PISTON

REAR:

DRUM, 160 MM

SUSPENSION:

FRONT 39 MM TELESCOPIC FORK

REAR: TWIN SHOCKS. SPRING PRELOAD: 5-WAY

WHEELBASE:

1,465 MM

GROUND CLEARANCE:

125 MM

FUEL CAPACITY:

14 LITRES

SEAT HEIGHT:

790 MM

WEIGHT:

217KG (WET)

TWO WHEELS SHED

Feature by PAX

STROKE IT!

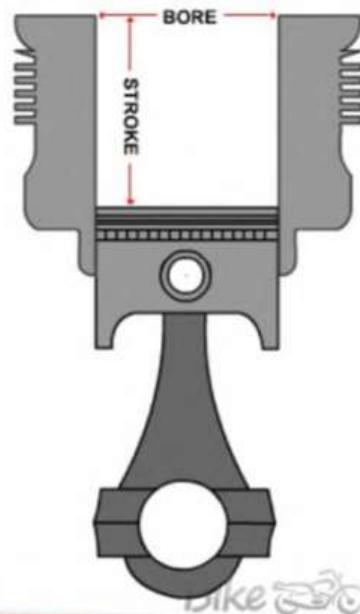
Creating power used to be the challenge...now it's all about making it usable!

It was just another pub argument about racing and such. The talk had devolved to cross plane cranks and as the subject of torque production came up, well the schooner glasses started flying. Alright, I made that up, no one I ride with wastes beer.

The relationship of bore to stroke and then to crank pin location is not an easy subject to argue as the variables seem simple but the application is what makes the engineers the big money. Throw in the mystique that the word torque throws into the mix and you've got headaches a plenty. Firstly let's get torque out of the way. Torque simply means twisting force.

Every engine makes it (or an engine wouldn't work) and every engine makes the most torque at the point the engine is being the most efficient. Simple huh?

The interesting stuff happens when we start to play with bore and stroke and then factor in how the engine is making the power it does. A lot of that depends on crankshaft design and connecting rod length. There are some rules of thumb that should be listed here so bear with me. By rights the crank pin should be at ninety degrees on the crankshaft at firing to ensure maximum force transference, but this is not set in stone as you have to factor in gas travelling through the



Measuring the size of the piston



An example demonstrating the different piston skirt lengths



Fitting your own cruise control is just a simple matter of fitting the wheel sensors and you're halfway there...

Head in to one of our 60 stores nationwide or visit us online

UNITEDTOOLS.COM.AU





The long stroke, slow-revving tachometer of the H-D. Notice the redline at 5,800rpm



The tachometer of the short stroke high-revving BMW S1000RR redlines at a massive 15,000rpm.

system. As you increase the number of cylinders the force acting on the shaft is spread and helps transfer power across the firing cycle, this is pretty much self explanatory. The greater the cylinder diameter the greater the gas flow over the valves and this is where you tear your hair out. That's going to include all of the plumbing from intake to exhaust so we'll leave all that out.

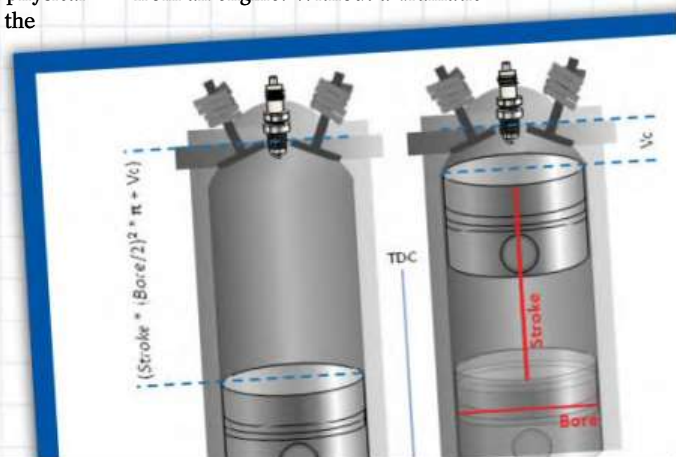
Back in the old days a long stroke motor (also known as under square which means smaller bore to stroke ratio) was quite common, even mandatory in some designs. The reasoning being that you could use a relatively heavy crankshaft and flywheel (usually part of the charging system), add a small capacity carby and you had motive power. Just not much of it and mostly lower on down the rev range. As engine size grew we came to the square stroke motor, a roughly equal size cylinder diameter to stroke length. These motors made most of their power in the mid-range of the revs and were very economical, just not fantastically powerful. The fast boys had known for

years that the best source of power was more cubic inches, so we come to over square designs (relatively short stroke) and engine reliability suffered for a couple of big reasons, not least that these engines made their grunt at high revs.

When the top bit goes bang, the bottom bit cops a lot of power in an instant, and if the balance of pin position, rod length and gudgeon pin position in the piston itself isn't just so you get a number of results. If the crank pin is too high (in degrees of crank plane and actual physical crankshaft design) from optimum the crankshaft could fracture. If the rod length was out you could throw a leg out of bed or shatter pistons and the gudgeon pin location meant the top of the piston could let go from the conrod. A lot of offerings to the gods of speed went onto shelves to learn this.

Things have improved considerably since those dark days, and engine designers have realised that to make power is easy, to make useable power

is now where the game is at. Today we have high revving engines with superb reliability, with a common design make up of very wide cylinder diameters with a short stroke, a very short piston length with the gudgeon pin set very high in the unit and a skirt length approaching indecent. A high RPM ceiling is the final result as the engine can spin higher with a short conrod length and still undergo dramatic directional changes. It is still the limiting factor in getting even more power from an engine. Without a dramatic



SALES

SERVICE

REPAIRS



DOWNLOAD THE FREE QR SCAN APP ONTO YOUR IPAD OR SMARTPHONE

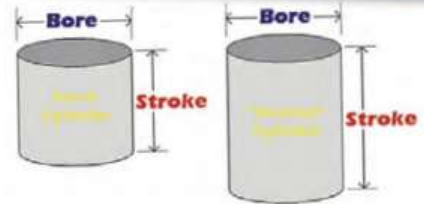
JOIN OUR MAIL LIST AT UNITEDTOOLS.COM.AU OR SCAN THIS QR CODE TO ENTER YOUR DETAILS

TWO WHEELS SHED

This shows the different carburetor diameters



This bore is being measured using Vernier calipers



$$\text{Engine Displacement} = 8\pi \frac{\text{Bore}^2}{4} \text{Stroke}$$

change in metallurgy the piston speed itself will not exceed twenty five meters per second with reliability.

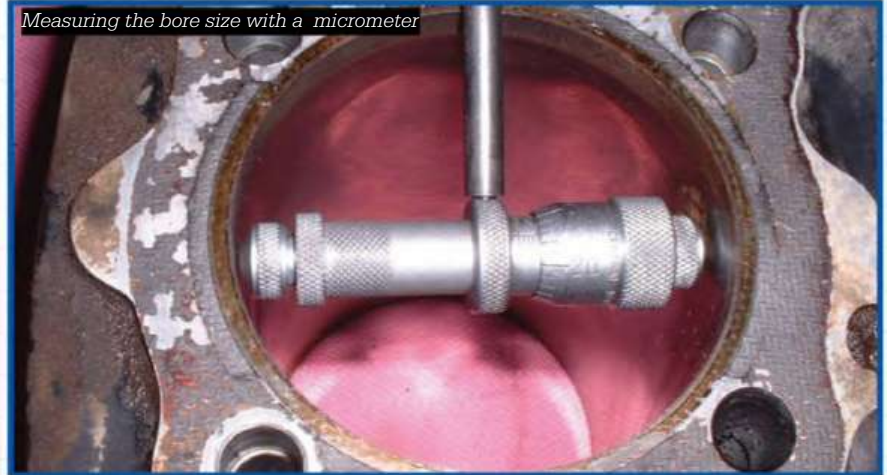
There is a problem though if you stick with the classic design rules of an even firing pattern with a standard crankshaft and optimum fueling. That problem is getting that power to the ground without tearing tyres to shreds or overriding the other systems such as braking and suspension. It is one thing to make two hundred plus horsepower and another to be able to use it without high siding the split second you break traction on the rear. One of the answers that have cropped up is the change in direct action at the crankshaft. Altering the timing of power being produced by changing where the pistons are located is at once revolutionary and also a trip back in time. Uneven firing limits when power is being transmitted, or moreover transfers that delivery into another part of the rev range. Just like a Harley-Davidson.

Of course the MotoGP boys have some secret squirrel stuff happening as well, but the idea is sound. Uneven power means the rubber can 'catch up' in the profile. Cross plane, big bang, or normal firing suits different

riders, bike designs and engineers.

The actual street benefit is so small for the average user as to be just another complication for the sake of prestige. As if you could use that difference on the street. Maybe? ■

Measuring the bore size with a micrometer



SALES SERVICE REPAIRS



DOWNLOAD THE FREE QR
SCAN APP ONTO YOUR
IPAD OR SMARTPHONE

JOIN OUR MAIL LIST AT UNITEDTOOLS.COM.AU
OR SCAN THIS QR CODE TO ENTER YOUR DETAILS

60 STORES NATIONWIDE

Visit a store near you
or go online today



**UNITED
TOOLS**

HOME TO ALL THE BIGGEST TRADE BRANDS



UNITEDTOOLS.COM.AU

It's pretty clear where the inspiration for the Drifter came from.



TEST OF TIME

The Vulcan was always one of Kawasaki's popular models... let's see why?

Feature by Peter Cox

SOME bikes are on their way to greatness and some manufacturers deserve the credit for having a go. Take Kawasaki's Vulcans in the mid-80s. Here you can see a successful, performance bike builder groping around for the right formula to grab some more market share and keep the coin moving through the register.

I think it's the release of the Vulcan S, recently tested in Two Wheels, that got me thinking about the older Vulcans. I took a Vulcan S for a ride at the local K shop a few weeks ago as I'm looking for something to get my wife back into bikes after she's been scootering for a decade or more. She got her license in the late 80's on a Yamaha XV1100, having rejected the elderly Suzuki GS400 I bought her as being gutless. She rode that thing solo and with a sidecar (Vale Ron Hurdie) and likes the seat height of cruisers, the easy grunt of a big twin but not the weight and size of a lot of modern, litre class cruisers. The XV1100

was, after all, a claimed 220kg dry. The Vulcan S is a claimed 226kg wet.

The Vulcan S ticks a lot of boxes but I was, and am still, wondering what she'd make of the ER-6 derived engine. The throttle stop on the LAMS Vulcan S suppresses the full potential of this whippet but it's still a revver rather than the two-SR500s-bolted together grunter of the big XV. And that's been a hefty proportion of Kawasaki's cruiser journey. If you've got these great, performance engines around but people want to buy cruisers, what do you do?

Raised on Universal Japanese Motorcycles of the early 80's, I've scorned the American versions for three decades and more (sorry Tim). I could never understand how fitting a smaller fuel tank, big bars and a fat back tyre made a bike better, especially in Australian conditions. So, naturally, I was underwhelmed by the few cruiser variants of big Japanese multis that made it to Australia and was quite happy to see them vanish from the market pretty quickly.

But now that we have the interweb I can see that they sold for years and in bucket loads in America. We got, for example, the shaft drive Z1100A and wondered why a touring standard had a 16 inch rear wheel. America got the gaudy KZ1100 Spectre - a cruiser wrapped around the same hot engine. Maybe I've mellowed, maybe the black and gold paint scheme is suitably kitch, or maybe the idea of a cruiser wrapped around that engine is just laugh-out-loud fun. With the enforcement overkill we suffer in these modern time, absolute top speed and 140kmh touring speeds are of much less interest.

After enjoying the Vulcan S, memories of a couple of landmark classics from the land of K came back to top of mind.

The first one, and closest in spirit to the Vulcan S, was the VN750 here but a Vulcan in the USA. Australian importers were wary of giving their bikes the names used in other markets for the longest time, perhaps because Aussies love to take the



The VN750 of the early 80's as imported to Australia.



A plan LTD showing the small tank, big bars, king and queen seat and fat rear tyre typical of the breed.



An ancestor for the Vulcan S, the US Vulcan 500 from 1990.



The Spectre KZ1100 circulated in the USA about the same time that Yamaha had its Midnight Specials.

mickey. Ninjas were Ninjas in America long before they were, shyly, wheeled out with that brand in Australia.

The VN750 was one of those bikes that was a 700 in the USA to bust Ronnie's tariff and a 750 everywhere else and it came at a time when Japan had decided to build V-twin cruisers rather than mod their parallel twins and fours. And what a twin! Kawasaki's designers and engineers must have been dreaming of their two stroke triples when they put this thing together.

With liquid cooling, double overhead cams and four valve heads this was a powerful, free spinning modern twin with much more in common with the 30 years younger Vulcan S than the air-cooled, two valve peers. It's an engine that you could stick in a naked, street frame and end up with something more like a Ducati Monster or Suzuki SV650.

I had one of these for a test ride back around 1987 and was amazed to find a real performance cruiser. Tests at the time claimed its 49kW engine would run it up to 180kmh. Based on those numbers I think I'd be very keen to try an unrestricted Vulcan S.

It was light, narrow and easy to ride despite the higher handlebars and forward foot controls. Even the suspension was quite good considering the long travel in the front forks and shorter rear shock absorbers. There was air-adjustable suspension front and rear and, from memory, the rear had adjustable damping on the standard shocks. And it had

twin discs up front!

Conservative Australian riders were not ready for lots of cruisers, and muscle bikes were not really a thing, in those days of sports bikes, quiet roads and low tech policing so the VN750 lasted only a year or two on the Australian market but was sold for 22 years in the USA!

If you take the VN750 and double it will you get twice the fun? I remember walking around the VN1500, which turned up a year or two later, and wondering what I was about to get myself into.

At the time the Harley Evolution engines were in 1340cc mode and 82 cubic inches. If Kawasaki were going to take on the big twin market, big could only be better. So where Suzuki had the 1400cc Intruder, Kawasaki had the VN1500 - also called the Vulcan 88 for its 88 cubic inch engine.

Where Suzuki had gone for long and lithe with their big Intruder, including the trick of putting the swingarm outside the frame to reduce width, the first big VN was limousine-long and looked like someone had put a little too much pressure in the balloon. Like the VN750, the big VN only spent a couple of years on the Australian market but ran for more than a decade in America. And you'd have to see it as a transitional cruiser, with Kawasaki working their big twin chops for a while before really getting it right.

Take, for example, the vastly oversize, chrome fuel tank binnacle that only houses



A Z1100 LTD dressed for touring. The style is typical of the UJM cruiser in the USA.

MODERN CLASSICS KAWASAKI VULCAN

A later model VN750 showing little change over the years of US distribution.



A US model VN750.



a fuel cap and fuel gauge. And the speedo, perched up on top of the headlight valance with some idiot lights. Yuk.

Today, looking back over the Vulcan models of the past decade, you can see Kawasaki has evolved their style and developed the engine and dynamic package into the desirable, current 900cc and 1700cc ranges.

Sadly the 80's VN1500 was far from realising its potential. And it's the same issue people talk about whenever Kawasaki's potent, two stroke triples are mentioned. What an engine! Oh no, a corner!

First issue is getting off the line. It is, physically, a big motorcycle. The engine is a torque monster from tickover. There is a hydraulic clutch, which is probably a good thing to keep the lever effort reasonable while engineering a clutch strong enough for the big torque. The only problem is, the VN1500 I rode had a clutch takeup point about a tenth of a millimetre wide. Ease it out, ease it out - nothing. Ease it a little more - everything! Whoa Nelly!

Added to this entertaining spectacle was suspension worthy of a Cadillac. You've seen how seventies and eighties American



The Captain Sensible Z1100A Australia got instead of the Spectre. There is no six!

The original, rockin' VN1500, also known as the Vulcan 88.



A US model 750cc SPectre.



cars body roll through corners in all the movies? The VN1500 was, unfortunately, the motorcycle equivalent. Both ends of the bike were lightly sprung and apparently bereft of damping. While I fought the clutch for smooth take offs the whole bike would develop a rocking action that would persist down the road for some time even when I was into cruise.

It wasn't the first time I wondered why a company could make normal road bikes, and sport bikes, with decent factory suspension and excellent brakes but saddle their cruisers with grandma's rocking chair.

Some years later I saw an eighties VN1500 with a sidecar strapped on the side. But it looked as though the suspension was unmodified as the whole thing sagged. With the forks and rear shocks barely millimetres off the bump stops I wondered what it would be like on a rough road?

Thankfully Kawasaki's big cruisers have moved on from the rock 'n' roll suspension of the early VN1500, although I always wonder whether big cruisers get the brakes they really deserve.

And the liquid-cooled engine has grown and evolved into an even more impressive power plant. Back then the single overhead cam, two valve engine style wasn't too

unusual. But, like the smaller VN, liquid cooling was a major improvement and the big engine had dual-plugged heads.

At the time I know people might have thought that liquid cooling was out of place on a cruiser. But Kawasaki isn't a company to build an engine without thinking hard about performance and reliability. And, all these years later, it's almost impossible to build a high performance engine to meet noise and emissions requirements without liquid cooling. It's just a question of how well you design the engine to minimise the number of visible pipes and pumps and how you package the radiator. The little VN went for modern while the big VN finned up to look as retro as possible.

You could not, of course, get a more retro VN1500 than the Drifter of the late nineties. Did someone say "Indian"? Gifted deep, valanced guards and a treated to fifties' headlamp, gauges and seat, the Drifter was a callout to the fringed saddlebag set. I never rode one so I don't know if the suspension and brakes were in keeping with the modern engine or were retro like the mudguards. One thing is sure, the hydraulic clutch take-up must have been a one-off thing for the big Vulcan to be so successful for so long!

Kawasaki

Ninja 300 NO COMPROMISE



Australia's Best Selling Motorcycle is now even **MORE AFFORDABLE**
100% LEARNER FRIENDLY | 100% SPORTS EXHILARATION | 0% COMPROMISE

SUPER AGILE AND EASY TO RIDE
BUILT ON RACE-BRED TECHNOLOGY

POWERFUL PETAL DISC BRAKES
LIGHT & SMOOTH SLIPPER CLUTCH

LARGE 17L FUEL TANK
PROVEN RELIABILITY

ABS AND NON-ABS AVAILABLE
5 COLOUR CHOICES AVAILABLE

Get down to your local Kawasaki dealer and ask for a test ride today...

Your Ninja... Your Kawasaki.



Kawasaki
Insurances

Kawasaki
Motors Finance

www.kawasaki.com.au

Kawasaki


ONTRACK
THE COX REPORT



Back in 2014 he seemed to leave everyone in his wake winning 10 straight races... not the same story this year!



EVOLUTION DRAMAS



In 2014 Marc Marquez won the first ten races of the MotoGP season. This year he was in the gravel in three of the first seven. Looking for answers, Honda brought the 2014 RC213V frame out of mothballs. Had some evolutionary changes upset Marquez' affinity with the Honda front end? Did the causes run deeper than a new chassis for this season?

Sometimes in racing, an evolutionary update can make such a difference. Last year, Marc Marquez dived into corners with his rear wheel hovering above the road, bike stable. You'd see the rear slide out smoothly to the outside of the corner to begin the turn in. No-one was faster on corner entry.

This year, we've seen the reigning MotoGP champion struggle in what had been his advantage area – at times so far out of shape he was on the verge of crashing and hence having to run wide to save the situation. In Barcelona, he ran out of tarmac before he could regain composure and fell in the gravel trap. This after nearly collecting Jorge Lorenzo's rear wheel.

"With this bike, we have a small problem with the braking point," Marquez said soon after he returned to his garage. He did say small.

He later took the rap in the official Honda press release quotes: "I tried to give 100 per cent at my home race, but I made a mistake trying to push too much, as I wanted to do well – at all costs – and these things can happen. I was going well, trying to conserve my tyres behind Jorge, but I made a mistake and as a result I ran wide. When I was in the gravel I saw the wall was very close, so I leaned over a little but I couldn't stop the bike."


What's changed? Marquez has a different chassis and engine to last year.

He hasn't been entirely happy with both. Marquez sampled the prototype 2015 chassis last November in the traditional post-Valencia GP and raised questions about front-end feel.

One of Honda's goals for 2015 was to improve the RC213V's corner speed (the traditional strong point of the Yamaha M1) while maintaining its stop-turn-fire out strength. It is a real judging act to achieve both. Fifteen years ago, one race engineer told me that most times when you try to make a bike better into corners, you'll lose something somewhere else, such as on the exits.

Come February 2015 and the first Sepang pre-season test, Marquez was offered the choice of four chassis and tried three – the 2014 RCV, a hybrid of the 2014 machine and the Valencia-test prototype, and an update of the 2015 design. He recorded a blistering one-lap time, which was not bettered at the second Sepang test, and resolved to press on with the newest bike. However, he was not entirely convinced that all was right with the rear end.

We're blessed these days that top riders are expansive with their explanations of what is going on underneath them. "Compared to the 2014 bike, where we have improved (for 2015) is the front feeling – the entry of the corner and mid-corner. But we lose a little bit mid-exit corner with gas," Marquez said. "During



With various changes to the 2015 RC213V, Marquez just doesn't seem to have the rear end control he had previously...

ONTRACK
THE COX REPORT



Unfortunately Márquez has spent a lot of time sliding off the track...

IN 2014 HE WENT THROUGH THE FIRST TEN RACES UNDEFEATED AND ROMPED TO A SECOND CHAMPIONSHIP



this test we concentrated more on the entry of the corner and mid-corner, which is where we had most problems with the prototype in Valencia. At the moment, where I'm struggling more is edge grip and traction area."

His thoughts then turned to the 2015 engine, which he said was more aggressive than the 2014 version. "If we improve the character of the engine it will help a lot," he said.

Now here's the catch. Factory MotoGP entries (read Honda and Yamaha at the moment) are restricted to five engines for the season, with a development freeze. The five engines are sealed at the beginning of the years. Once that's done, you cannot change anything inside the engine. You're stuck with the crankshaft mass, camshaft profiles and all the other mechanical design decisions for 18 races.

Series promoter Dorna pushed this rule onto the manufacturers on cost-cutting grounds, to restrict unlimited engine development. It was part of the package of concessions devised to help Ducati catch up, something the red team has done in leaps and bounds, including clever use of the Open-class rules. The only ways open for Honda to 'tame' the current engine are through electronics and changing the external features.

Looking back four or five years, Honda riders could not match their Yamaha rivals into corners. One former Honda crew chief drew the comparison at Philip Island of Dani Pedrosa struggling with his RCV on the entry to Lukey Heights, compared with the smoother Yamahas.

But Honda Racing Corporation has the deepest pockets in the sport and moved to address the problem. It poached electronics

wizards from Yamaha teams, gave Pedrosa chassis after chassis to test during 2010 and, in 2011, was the first make with a seamless gearbox. Casey Stoner switched to Honda in '11 and won the world title. Whatever problems had not be ironed out, Stoner rode around.

It was the only crown Honda won in the 800 era and its first on Bridgestone 'control' tyres, which were introduced in 2009. Injuries sustained at Indianapolis sank Stoner's title hopes in 2012, the first year of the 1000 formula and Stoner's swansong season.

When Márquez moved to MotoGP in 2013, he stepped onto the best machine in the field – powerful and rider friendly. Making a mockery of the

Márquez a picture of concentration watching the timing screens...

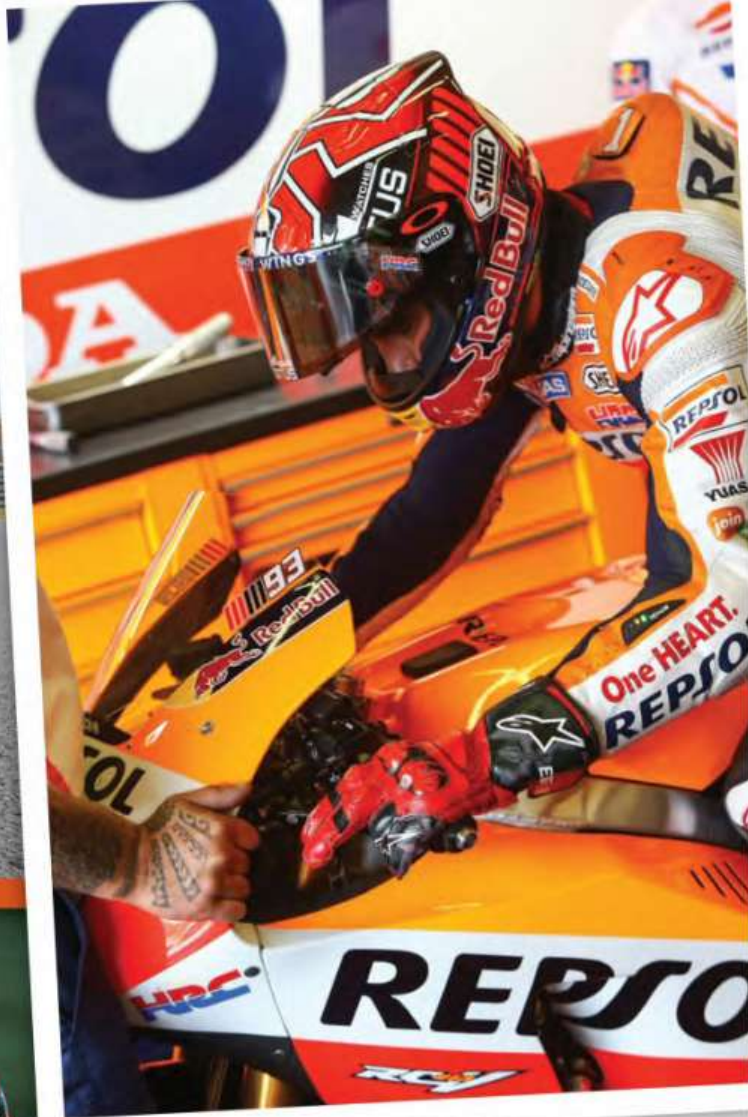




If there's one guy who can return Honda to the top of the charts...it's definitely Marc Marquez!



Always pushing it to the limit... the only way he knows how!



term rookie, he won at his second start in Texas. In 2014 he went through the first ten races undefeated and romped to a second championship.

We come back to what has changed for this year...and some revealing comments after Marquez low-sided out of the Italian GP. Marquez didn't blame the front end; he said was trying to compensate for declining rear grip late in the race.

"When the tyre grip dropped I had the same problems as always," Marquez said. "Big slides on the entry, no support on the rear and then I was riding only with the front tyre. In the last laps the front tyre starts to move and you're pushing 100 per cent every corner. You can save it from time to time, but not all the time."

Marquez went on to question the engine character, saying he could feel the rear wheel locking up as he went into corners. He knew the rule about no engine changes during the season, so "we must work on the chassis to try to cover a little bit this problem."

ONTRACK THE COX REPORT

Honda had tried making the engine less aggressive through electronics at Mugello. Next time out, at Barcelona, Marquez had a longer exhaust system to help settle the engine. And get this. In the post-race test, he tried a new combination: the 2015 engine with the new exhaust, but in the title-winning 2014 frame with the latest swinging arm.

"It felt different but especially more-or-less like year. I can do more mistakes and then with the new one, it is like you need to be really precise. You cannot do any mistakes like Sunday.

"With this one it is more like the 2013 and 2014 bikes. You can do more mistakes and try to avoid what happened Sunday, but it is early to say because I did not many laps (with this combination)."

But what of the 2015 engine? Based on symptoms Marquez describes of the rear wheel spinning too easily and locking up on downshifts, the best theory is that it has too little crankshaft mass. That is not an easy fix with the sealed-engine rule.

HEAVY CRANKS

The extreme example of lack of flywheel effect causing the rear wheel to lock up during deceleration was the first oval-piston Honda NR500 racer in 1979. Its engine would virtually stop when the throttle was closed.

There are plenty of anecdotes on the importance of crankshaft mass. In the mid 1970s, Warren Willing had a set of heavier crankshafts for his Yamaha TZ750. He used

Testing has been extensive in the Honda camp, and there's a lot more work to be done

Mugello was a race Marquez would rather forget...

them on fast circuits – Bathurst, Daytona and Circuit Paul Ricard, for example.

When Eddie Lawson sensationally switched from Yamaha to Honda for the 1989 season, the first thing on his wish list was a heavier crankshaft. In fact he said a heavier crank was needed before he'd ridden an NSR500, having watched the 1988 model regularly try to put Wayne Gardner into orbit.

In the MotoGP era, the flaw in the Ilmor X3 machine that Garry McCoy raced at the end of the 2006 season and Andrew Pitt rode in 2007 was said to be the crankshaft was too light.

Ilmor, headed by Mario Illien, was famed for its race-car engines. Its MotoGP project began as a collaboration with chassis maker Eskil Suter and former Kawasaki Racing Team boss Harald Eckl to run the team.

The team soon learned that... "the engine has such an enormous impact on the bike's rideability; the riders can't position the bike on the track effectively if the engine isn't doing exactly what they want it to do."

Casey Stoner just seemed to ride around any handling problems the Honda had on his way to victory in the 2011 championship!

Scott Breedin was crew chief for the Ilmor machine when Garry McCoy rode it in the Portuguese and Valencia GPs, and for the 2006 post-season tests with Andrew Pitt (for whom Breedin was crew chief when he won the 2001 World Supersport crown).

After Breedin left the project and returned to Australia, he told Two Wheels that to be competitive the machine needed to be redesigned with a larger (and heavier) crankshaft.

"In the beginning, the whole project team sat in a room and agreed on what they needed," he said. "They all had to work together because the way you design

the chassis and the chassis forces is based on the crankshaft inertia. But the engine guys went away and built a Formula One type engine with a 'spaghetti' (thin and hence very light) crankshaft. And that changed the expected crankshaft inertia.

"The engine was too aggressive at the bottom of the range, making it very hard to drive out of corners. They tried to solve it by pulling power out of the engine and then the other bikes just out-jumped it from corners."

Garry McCoy on the Ilmor X3 he raced at the conclusion of the 2006 season, before Andrew Pitt rode in it 2007

A fine example of the NR500 which featured the oval piston

The legendary Warren Willing on his Yamaha TZ750!

The most enjoyable journey begins with the best gear



Expedition Panniers



Trek 3 Sleeping Bag



Trek Towels



Exped DownMat



Jetboil



Bahco tools



Shoei Neotec and Hornet available

Andy Strapz

andystrapz.com

(03) 9770 2207



facebook.com/andy.strapz



Andy Strapz approved gear is specially selected and tested for quality and motorcycle friendliness.

If it wears the **Andy Strapz** brand, it's made to the highest standards here in Australia.



www.andystrapz.com

ASIAN EXPERIENCE MOTOR BIKE TOURS

AUSTRALIA'S 1ST AND PREMIER MOTOR BIKE TOUR OPERATOR
26 YEARS OF ORGANISING TOURS



- | | | | |
|--|------------------|-----------|------------------|
| • TIBET (Includes riding to the Mt. Everest Base Camp) | \$8590 - 20 Days | • NEPAL | \$7490 - 19 Days |
| • BHUTAN, NEPAL & INDIA (Visit 3 Countries) | \$8990 - 20 Days | • VIETNAM | \$6890 - 20 Days |
| • INDIA (Ride to the world's highest road) | \$8390 - 20 Days | • BALI | \$3990 - 16 Days |

INCLUDES: Airfares (Aust- Aust), Motorbikes, Accommodation, Support Vehicles, Sightseeing Tours and Transfers.

www.asianexperience.com.au

03 5989 2512

tours@asianexperience.com.au

MEMORY LANE
PHOTOS FROM THE
ARCHIVES



Trevor Flood (5) showing his brilliant starting style as he heads up the hill in first!



Gary Armstrong riding hard on his way to winning the 1980 Maryborough 3 Hour!



Paul Feeney tucks in behind the late Len Willing at Bathurst in 1984...

Tearing it up at the Sydney Showground in 1974...



Kyan Amundsen showing how it's done in July 1975!





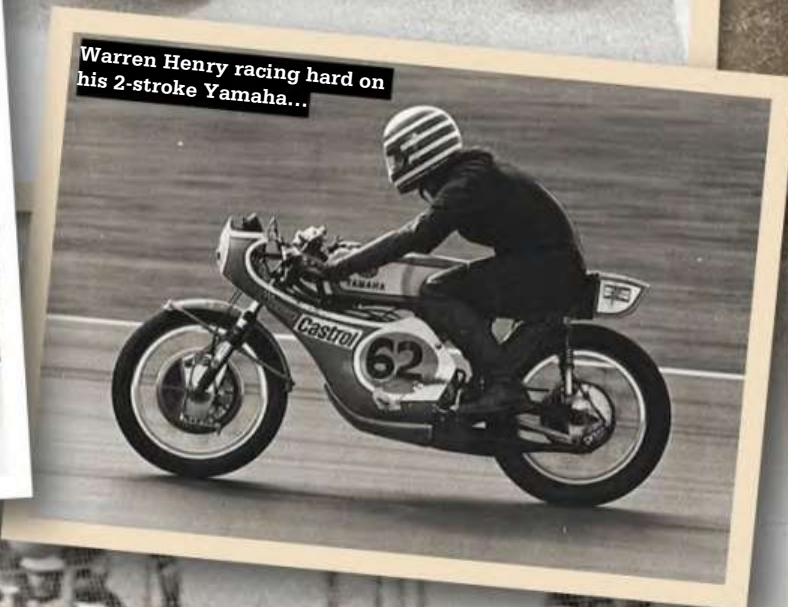
Mike Bell in action during the 250cc Nationals!



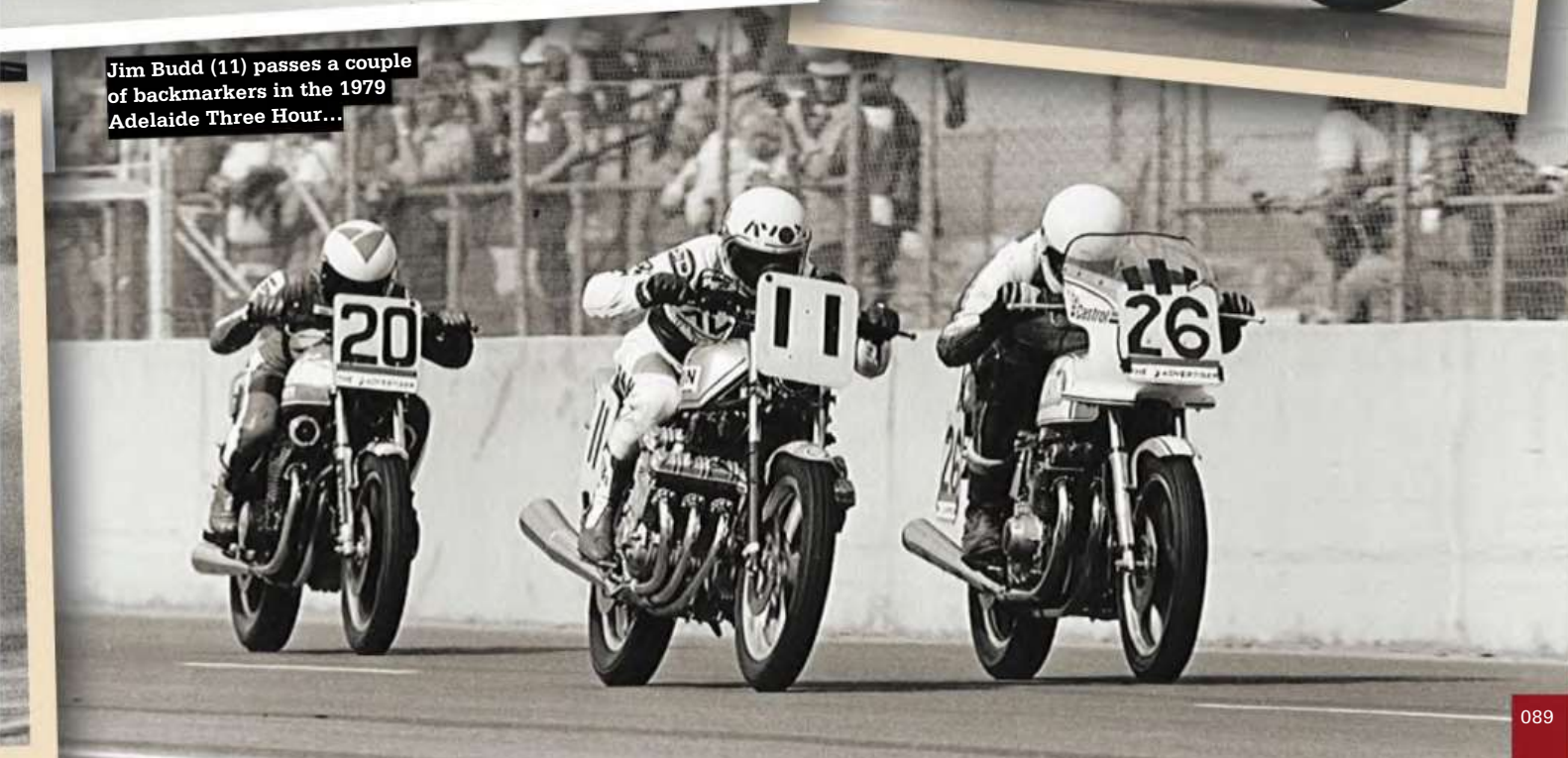
Ron Grant on his Suzuki competing at Daytona 1973.



Stan Bayliss (30) cranking it down the mountain at Bathurst in 1973!



Warren Henry racing hard on his 2-stroke Yamaha...



Jim Budd (11) passes a couple of backmarkers in the 1979 Adelaide Three Hour...

scooter

Feature by Miles Rangeley Photos by Eric Tang

SUPER SCOOTER



It's marketed as the 'World's Fastest Production Scooter'...and after a test ride, it's easy to understand why!



When you think of scooters, most would be forgiven thinking about small displacement motored machines with tiny wheels and very little road presence. Well, what about a scooter that isn't far out of place tearing down the quarter mile on a dragstrip...and one that blurs the boundaries between a scooter and motorcycle; the Aprilia SRV 850!

The first impression you get of the SRV when taking off is its purposeful acceleration that will have you watching the speedo rise in a heartbeat...definitely not a familiar feeling

riding scooters. We were first introduced to Aprilia's big scooter in 2012, after it was rebadged from the Gilera GP800, although since 2013 the Aprilia SRV 850 has featured ABS and ATC (Aprilia Traction Control). Power produced from that 839cc, 90-degree, SOHC, four-valves-per-cylinder V-twin motor is plentiful and near enough to 81hp (60kW) and 76Nm, which are impressive figures for any scooter. The nearest rivals to the SRV 850 would probably be the Suzuki 650 Burgman or Honda's NC700 Integra, and it has them covered in the displacement stakes with it being 150cc more than the Honda and a



noticeable 200cc larger than the Burgman. I will say the large weight of 250kg does make it a little sluggish at initial take off, but it does wind up and stay consistent through the entire rev range gathering momentum quickly, which soon negates the scooter's extra weight.

If anything, it'll definitely have scooter riders grinning like a Cheshire cat if they're trading up to a more powerful machine, and it's sure to surprise riders of big bore motorcycles too. Just forget it's a scooter, and you'll be pleasantly shocked. To an extent it's easy to think of it as a motorcycle, especially with the double cradle frame, swingarm and final chain drive.

Brakes are effective too with twin 300mm discs and twin-piston calipers at the front accompanied with a single 280mm disc and twin-piston caliper at the rear. Another great feature is the ability to turn off both the ABS and ATC if desired, which is easily achieved by using the switch on the right side of the bars. By switching it into 'Sport' mode, this disengages everything, although it makes no difference to the engine performance. And riding on 41mm front forks along with the horizontally positioned rear monoshock including seven-stage preload adjustments; it handles comfortably enough, and doesn't wallow around the road at all like some scooters. This can also be contributed to the good combination of wheel size with a 16-inch at the front and a 15-inch at the rear, with both sporting Pirelli Diablo rubber. Something else you can see is its similar styling to that of the RSV4 and Tuono models, especially at the front with the twin headlight design.

If you plan on taking long trips, the storage area under the seat was a little less than expected, which is why the addition of a top box makes a lot of sense, even better that it includes a built-in backrest for the pillion. And comfort wise, the SRV seemed fine for me, although if you're a little taller at around the 6ft mark, it can become a little of a tight squeeze with the addition of the lumbar support. It can be simply removed though which makes a big difference. The area for

your feet is quite spacious, and most of the time I had my feet positioned in the grooves at the front rather than on the footboards, which allows you to stretch your legs during those longer rides. It's also quite accommodating for a pillion with the large seat and grab handles. And once you get out of town and really let the SRV breathe, it'll more than surprise you. Okay, I may have exaggerated a little when I said it wouldn't be out of place on a dragstrip, but that engine is truly intoxicating, especially out on the highways where it offers

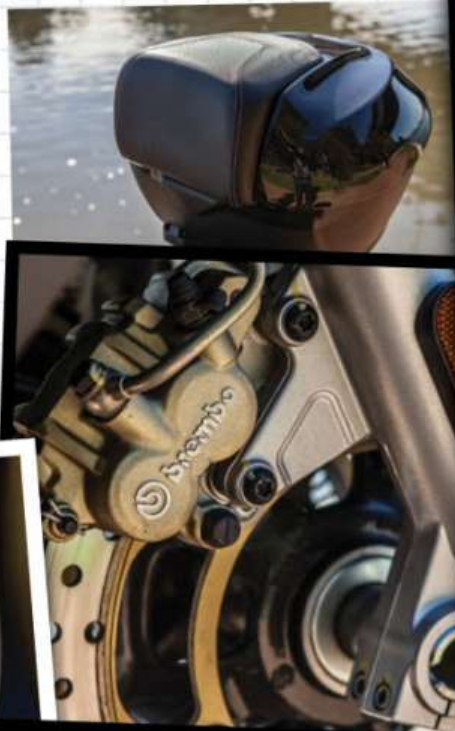


scooter

scooter

great overtaking power whenever called upon. It's a shame the small windscreen is non-adjustable though as it seems to direct the wind up at the rider. Fuel consumption from the large 18.5ltr tank wasn't too bad either, with me getting an average of about 300-320km, which obviously depends on how ham fisted you are.

The SRV 850 really is a great scooter oozing quality that you come to expect from a manufacturer like Aprilia. If you like an economical way of getting around town albeit with more power to burn than some motorcycles, the SRV could be just what you need... ■



**ONCE YOU GET OUT OF TOWN
AND REALLY LET THE SRV
BREATHE, IT'LL MORE THAN
SURPRISE YOU**



APRILIA SRV 850

ENGINE TYPE

90° V TWIN, SOHC 4 valves per cylinder, 4-stroke

ENGINE CAPACITY

839.3 cc

BORE AND STROKE

88 mm / 69 mm

COMPRESSION RATIO

10.5:1

POWER

56Kw (76 HP) @ 7,750 rpm

TORQUE

76 Nm @ 6,000 rpm

FUEL SYSTEM

Electronic injection with Ø 38 mm single throttle body

COOLING SYSTEM

Liquid cooled

LUBRICATION

Dry sump

TRANSMISSION

CVT

CLUTCH

Automatic centrifugal dry clutch

CHASSIS

Double cradle high strength tubular steel

FRONT SUSPENSION

41mm hydraulic dampened forks. 122mm wheel travel

REAR SUSPENSION

Hydraulic Monoshock. Seven-position spring preload adjustment

ABS

Continental Two channel ABS

FRONT BRAKE

Twin 300mm semi-floating stainless steel discs, twin Brembo 2 spot floating calipers

REAR BRAKE

Single 280mm stainless steel disc Brembo 2 spot floating caliper

WHEELS

Lightweight cast alloy, Front: 16" x 3.50" Rear: 15" x 4.50"

FRONT TYRE

Tubeless 120/70-R16"

REAR TYRE

Tubeless 160/60-R15"

LENGTH

2,240mm

WIDTH

800mm

WHEELBASE

1,593mm

SEAT HEIGHT

780mm

FUEL TANK

18.5 litres (3L Reserve)

DRY WEIGHT

248kg

scooteria

AUSTRALIA'S BIGGEST VESPA DEALER



TW58_08

SALES

SERVICE

SPAREPARTS

ACCESSORIES



Vespa

150 Parramatta Rd, Stanmore

Phone: 02 9557 8500

Email: scoot@scooteria.com.au

www.scooteria.com.au

JONESY

— WSFM's Brendan Jones shares stories on life and motorcycling...



GOLD!

I wonder if I looked this good when I turned 40...

If I asked you to name an iconic motorcycle right now, go! Go on! Quick! What did you come up with? A Z900? Or maybe a 750/4 or a GXR750? What about an FJ1000 or an FXR? I could go on with every bike model I know, but I reckon off the top of anyone's head would be the GL series from Honda.

At the Cologne Motor Show some 40 years ago, Honda unveiled a flat four thing they called the Goldwing, a Japanese bike made in America. People will bag Americans about their ability to build motorcycles, but that is largely through ignorance as the Americans give a motorcycle that certain panache that the Japanese envied and were happy to copy throughout the years.

The Goldwing is a melting pot of two cultures, which is ironic when you think not some 30 years before the Goldwing

was created, the two countries were hell bent on wiping each other out.

The Goldwing started out as a 4-cylinder just under 1000cc's, by the time it hit 40, like most of us at that age, it put on a bit of condition including two cylinders and close to another 1000cc's. Honda had toyed with a six cylinder bike before, in the guise of the CBX, but for some reason the buyers of the late 70's and early 80's weren't interested, they must've been too busy grooming chest hair and trying not to burn their polyester pants because I reckon I would've given my left testicle to own one.

That's all the jasmine of my mind though because the Goldwing has evolved, and like a modern day cage fighter it's stripped some fat and it's ready to hit the mean streets in the form of the F6B.

The 'B' stands for 'Bagger', which is all the rage at the moment, and comes from the trend of getting a Harley Ultra, taking off the top box, leaving the hard case panniers on and slamming it in the rear so the panniers or 'Bags' look like they're dragging on the ground. Even Jax on Sons of Anarchy was riding one, after that Irish mafia guy shot up his Dyna Glide of course.

So Honda jumped on the 'Bagger' bandwagon and here I am riding it to and from work for a couple of weeks. First impression is that it has a lot of road presence; the highway patrol should be riding these things just for the storage alone.

I love big motorbikes, the bigger the better, Harley Ultras, Triumph Rockets, Ducati Diavel, even the Barbarian V8 with

a 454 Chev in an Aussie made and designed bike, which you would have seen in one of my earlier columns. That bike is a beast!

The thing about the F6B is that yes it is a big bike, I'd say without looking at the specs probably about the same weight as an Ultra, but this thing is as deft as a Spada. This is probably because this is the only bike I've ever ridden that doesn't have a gyroscopic effect to it. Get a pushbike wheel, hold the axle between your two hands, get someone to spin it and then move your hands around a bit... you'll see it demonstrated there. This bike is so stable, particularly in traffic... jump on the rear brake and I swear you can almost balance it at the lights, and when the opportunity arises you can do some judicious lane sharing, pull the mirrors in and it's almost the same width as a Spada. Almost...

Honda has even included an electric reverse gear for those that haven't been doing their squats, but I used it more for novelty than anything. Although the most amazing thing about the F6B would have to be the price which is only \$25,400 not including on roads. I thought that was in American dollars when I first read it, but alas it's good old Aussie dosh right there. You could even buy one with your mate and ride around like you're on CHiPs. My only complaint was the screen, the buffeting at anything above 60 is very annoying and it's worse with a full face than an open face. Having said that, it's a small problem for such a great bike if you ask me...

All I want to know is did I look as good as the F6B when I turned 40? ■

FIRST IMPRESSION IS THAT IT HAS A LOT OF ROAD PRESENCE; THE HIGHWAY PATROL SHOULD BE RIDING THESE THINGS JUST FOR THE STORAGE ALONE



One of the very first GoldWings during pre-production

One of the original Honda GoldWings released...



The GoldWing's new design started to take shape



The Honda GoldWing GL1000!



The new GoldWing F6B... what a motorcycle!



Australia's best "Bike Lifters"



The Cruiser Lifter \$299

- As used by Harley dealers
- Ideal for servicing & cleaning
- Foot operated hydraulic pump
- Heavy duty - lifts up to 500kg
- Lifts bike to 420mm high



The Air Lifter \$1299

- Perfect for home or workshop
- Air operated
- Easily lifts over 500kg
- Includes: - Front bench extension
- Front wheel clamp
- Service Jack



The Bike Lifter \$799

- Perfect for home or workshop
- Foot operated hydraulic pump
- Easily lifts 500kg
- Front wheel clamp
- Removable rear wheel panel

Warana
Imports

See our website for our full range of lifters and other accessories including the Service Jack (right) and Front Wheel Chock (far right).

Prices include GST. Freight extra.

www.waranaimports.com

Ph: 1300 76 55 39 * e: info@waranaimports.com



\$149

\$149

KALPAGE & CO SOLICITORS

DON'T GIVE UP WITHOUT A FIGHT

I am a keen motorcyclist who enjoys a good ride with friends and fellow enthusiasts. I understand what it is like to be a rider and some of the problems faced, you can talk to me.



**ALL COURTS
IN NSW
COVERED**

- **Traffic Matters**
- **License Suspensions & Disqualifications**
- **Drink Driving Matters**
- **Criminal Law**
- **Employment Law**

CHRIS KALPAGE PH: (02) 9230 0448 MOB: 0418 211 074 EMAIL: kalpage@aol.com

TW28_04

TW28_04

LETTERS Your thoughts on life, the universe and motorcycling.

CHAIN MAIL

FIRST TIME RIDER

Dear Two Wheels – It was a few months ago that I went for my first ever motorcycle ride as a pillion passenger and thoroughly enjoyed it. I had always admired the way that motorcycles and their riders looked to be free and now have a much better appreciation of what they experience each time they go for a ride. So with that in mind, I went and acquired my Learner licence and am now the proud owner of a H-D Street 500. I am in my early 40s and my only regret is waiting this long to experience what motorcycles have to offer. It can get a little dangerous out there sometimes, and I never try to keep up with my friends who have all been riding much longer than me, although I am getting better each day...

Trish, Ambarvale NSW

(Well done Trish, it's great to hear of another happy budding new motorcyclist. And I couldn't agree more with you in that it's not a good idea to ride out of your comfort zone trying to keep up with more experienced riders. Keep at it, and you'll be ripping around them on the corners in no time. And considering you're new to the fraternity and could probably do with a great quality motorcycle jacket, you've won a great Go Go Gear woman's jacket thanks to Scooteria. –TW)

WINNER!

LETTER OF THE MONTH

Thanks to Scooteria, we've got a great woman's GoGo Gear leather jacket to giveaway each issue for the letter of the month. Scooteria is the only stockist to sell GoGo Gear leather jackets for women and have a wide range available at www.scooteria.com.au



BACK ON THE ROAD!

Hello Miles – I was just hoping to get a little advice. I'm just about to get back into motorcycling after a 15 year break due to family commitments and was wondering what you would recommend for a bike that will be used occasionally as a commuter but also on weekends to enjoy a ride in the country. I'm not into the race-replicas but I do like the retro look. Can you offer me any ideas?

Greg –Port Macquarie NSW

(Hi Greg, There are many different retro bikes out there for you to choose from and all of which have good useable horsepower and torque. I won't recommend one bike over another as while they may suit me and my build it may not be the same for you. Maybe narrow down what you're after and drop into your nearest dealership. However once you've made your decision, do yourself a favour and maybe enrol in a riding course to brush up on your skills...a lot has changed on the roads in 15 years. –MR)

GO PROS...

Two Wheels - I regularly ride my motorcycle with friends and we often use a Go Pro to document our rides, but recently we were told that the police can impound our footage to use against us in court. Is this true? After all this is our footage and not theirs. Can you please help me clear this up?

Charlie, Rutherglen Vic

(There's no doubt Charlie that this has been happening more often, and from all accounts it does seem that the police are in their legal right to use the footage. If you do take the odd risk, maybe it's best to leave the camera at home... - TW)



CUSTOM BIKE?

G'day Miles - I was drawn to the cover of your April Issue with what I thought was a customised bike. I was amazed to find out that this was actually a production motorcycle (admittedly small volume and expensive). This motorcycle is radical looking and reminds me a little of the Britten racers of the early 90s. I was lucky enough to see them at the Bathurst races when they returned to the mountain in '93 or '94. The sound of them in full song was just glorious and to see a team like that take on the big budget teams (well bigger than his anyway) and come away a winner was great. Thanks for bringing back some memories, just like your section 'Memory Lane' does every month.

Peter- Beenleigh QLD

(The bike you refer to is the Ariel Ace, which have just gone into production for 2016. As you mentioned, they may well have a hefty price tag, but it seems worth the cost if you ask me. -MR)

LONGTIME READER

Editor - As a reader and subscriber to Two Wheels since about '77, I just have to comment on how good Jonesy's column is! Especially July's edition as I can relate to most of his top ten of 'what can happen to you' on a bike. Please try and keep Jonesy in your mag, Mr. Smith would be proud!

FOS

(I do have to say that most of Jonesy's points were relatable, and I'm sure most of the readers can attest to that! – TW)

SOMETHING TO SAY?

Chain Mail, 2wheels, 2 Stanley Street, Silverwater, NSW 2128 or email info@twowheels.com.au Letters may be edited by the editor and will be discarded without a full return address.

Motorcycle Insurance Specialists

Made possible by



PRECISION SHIMS AUSTRALIA

A Manufacture of shims for the adjustment of Inlet & exhaust valve clearances.

RANGE OF SIZES AVAILABLE from 7.0mm – 40.0mm diameter

PRICED FROM \$5.50 EACH INC. GST.

Incremental steps of .02mm or .05mm available.
Kits available including .02 & .05 increments



PHONE OR FAX ORDERS TO:

Precision Shims

Tel: (03) 9723 0199 **Fax:** (03) 9723 2759

Email: chris@precisionshims.com.au

www.precisionshims.com.au

TW08_14



• **RAD HARD CHROMING** •
www.radhardchroming.com.au

MOTORCYCLE FORK RECHROMING, SERVICING & RESTORATION.

RHC is a one-stop-shop for motorcycle fork restoration. RHC can overhaul, service forks. Replacement springs. Rechrome rusted, worn, stone-chipped fork stanchions. Arrange for powdercoating, polishing or decorative chroming of lower fork sliders and triple clamps.

9 Dollis Street, Rocklea QLD 4106

07 3277 0412

e: contactus@radhardchroming.com.au

TW46_08



MOTORCYCLE SHOCKY REPAIRS

Specialising **ONLY** in **REPAIRING**
MOTORCYCLE SHOCKS

95% of all motorcycle shocks are rebuildable, sealed units or not.

***Our guaranteed** quality workmanship and parts are recognized by 400 motorcycle dealers Australia wide.

Phone: 07 3892 6493

Email: radshockrepairs@hotmail.com

Unit 103/c 49 Station Road Yeerongpilly 4105

TW91_11

THE NATIONAL MOTOR

YOUR COMPULSORY PIT



No visit to Mount Panorama is complete without a stop at the National Motor Racing Museum, right beside the track at Murray's Corner. Inside you'll find a constantly-changing array of vehicles that have made their mark on not only Mount Panorama, but Australian motorsport in general. The main hall is packed with not just touring cars, but open-wheelers, motorcycles and all sorts of fascinating memorabilia - trophies, driving suits, leathers, helmets, posters and photographs. Take a break in the 40-seat theatrette and watch the videos covering the glorious history of racing on Mount Panorama since 1938, and the just-released version on the history of motorcycle racing at the track.

Enjoy a coffee and check out the museum shop. It's packed with official team merchandise, books, video and collectables. Naturally, any visit to Mount Panorama is not complete without a spin around the famous circuit itself - just remember to obey the 60 km/h speed limit! Bathurst is just two and a half hour's drive from Sydney, so there's no need to wait until the next race meeting - make it a memorable day trip any time. The whole family will love the experience.



RACING MUSEUM STOP AT BATHURST



THE NATIONAL MOTOR RACING MUSEUM

OPEN 9:00AM TO 4:30 PM DAILY

EXCEPT SELECTED PUBLIC HOLIDAYS.

MURRAY'S CORNER

MOUNT PANORAMA, BATHURST NSW 2795

PHONE (02) 6332 1872 **FAX** (02) 6332 3349

WEB: WWW.NMRM.COM.AU

Your Motorcycle Insurance Specialists
now offering fortnightly and monthly
payments at no extra cost; and remember
We'll Beat Any Price - Guaranteed*



Made possible by



Normal acceptance criteria applies. *PRICE GUARANTEE CONDITIONS: We guarantee to beat our competitors price on motorcycle insurance policies excluding our Platinum Cover. The guarantee also applies to existing QBE motorcycle insurance policies that are on renewal. Price guarantee is based on our standard price compared to competitors for policies with a comparable list of insured events. Offer valid for the first 12 months of insurance, after this premium will be charged at the competitive QBE standard rate. We only guarantee to beat the price of APRA authorised insurers who hold an ASFL issued by ASIC. Guarantee does not apply to any free offers of insurance. Insurance is issued by QBE (Australia) Limited ABN 78 003 191 035. To decide if a policy is right for you please carefully read the Product Disclosure Statement which is available at www.qbe.com.au or by phoning us on 1800 24 34 64.